REGISTERED No. 1—1877.

The Bombay Gazette.

No. 8,861.—New Series. BOMBAY :—WEDNESDAY, JULY 4, 1877.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy..... As. 4.

Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs.	5	0
Second do.		2	8
Third do.		2	8
Fourth and succeeding insertions		0	2½ As.

line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 3 As. per Line.
Second do. ..... 4½ „ „
Third and succeeding ..... 2½ „ „
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line ..... 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the S. S. ASSYRIA, 1,495 Tons, 200 H. P., Commander C. Heasman, as above, from Kurrachee, on THURSDAY, the 26th July 1877.

The Assyria is fitted in the usual style of the Company's vessels, and has excellent accommodation for 24 First-class Passengers and 16 Second-class.

The Steamers leaving Bombay on WEDNESDAY, the 18th July, and on SATURDAY, the 22nd idem, for Kurrachee, can carry forward Cargo and Passengers for transfer to the Assyria.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 6th June 1877.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. SIR J. LAWRENCE, 700 Tons, 120 H.P., Commander M. Woodhouse, on THURSDAY, the 5th July, 1877, at 4 P.M., calling at Cowrar, Narrakal, Alleppy, Tuticorin, Colombo, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Visagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Weather permitting she will also call at Rutnagherry, Vingoria, Goa, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. PUTTIALLA, 840 Tons, 140 H.P., Commander R. Henderson, on WEDNESDAY, the 4th July 1877, at 4 P. M., to the PERSIAN GULF, touching at KURRACHEE, GWADER, JASK, BUNDER-ABBAS, LINGAH, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN and MAHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the S. W. Monsoon, despatch a Steamer to Kurrachee every WEDNESDAY at 4 P.M., and an Extra Steamer on every SATURDAY at 2 p.m.

The S. S. PUTTIALLA, 840 Tons, 140 H.P., Commander R. Henderson, will be despatched on WEDNESDAY, the 4th July 1877, at 4 p.m.

The S. S. AKOLA, 572 Tons, 180 H. P., Commander T. M. Williams, will be despatched on SATURDAY, the 7th July 1877, at 2 p.m.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA BOMBAY on the 24th, and on the 1st of each month.

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without food.
Suez	36	23	6	
Port Said	36	23	6	
Messina	50	34	14	Including Wine.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	

Children under 2 years—free of charge. Children not above 10 years—half fares.

NEXT STEAMERS FROM BOMBAY :—

ASSIRIA, to sail on WEDNESDAY, 1st August 1877.
AUSTRALIA, to sail on SATURDAY, 1st September 1877.
SUMATRA, to sail on MONDAY, 1st October, 1877.
INDIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.

All steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

O. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Rummum Street.

Bombay, 7th May 1877.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES & LIVERPOOL, VIA SUEZ CANAL.

THE S. S. EUROPA, 2,277 Tons Register, 424 H. P. nominal, Captain J. HARRIS, will sail about the 18th July,

and will be followed by the

S. S. ITALIA,
2,245 Tons Register, 424 H.P. nominal,
Captain J. DONALDSON, about the 8th August,
and by the
S. S. INDIA,
2,289 Tons Register, 500 H.P. nominal,
Captain GEO. H. READ, about the 5th September.

RATES OF PASSAGE MONEY.

TO NAPLES ..... Rs. 400
TO LIVERPOOL ..... Rs. 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

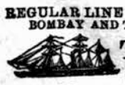
Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance and tender any information required by the Passengers.

For passage, &c., apply to

W. & A. GRAHAM & Co.,
Bombay, no 14, 1877. Agents.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.



THE First Class Steamer SATURNO, 3,308 Tons, 450 H. P., will be despatched from Bombay to TRIESTE on the 10th August.

Rates of Passage-money (exclusive of Wines and Spirits which can be had on board at moderate prices) as under :—

	1st Class.	2nd Class.	Deck with food.
To Trieste	Rs. 450	Rs. 350	Rs. 180
To Port Said	„ 320	„ 255	„ 131
To Suez	„ 300	„ 240	„ 122
To Aden	„ 170	„ 130	„ 66

No cargo will be received on board after sunset on the day previous to sailing.

The Company intend to despatch steamers from Bombay to Trieste on the following dates :—

A Steamer on the 25th September 1877.
Do. do. 10th November do.
Do. do. 9th December do.
Do. do. 31st December do.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

J. L. STIPPERGER, Acting Agent,
28, Bombay Green, 25th June 1877.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captains.	
NIZAM	3725	450	A. E. Harlow	6th July.
(s) DECCAN	3429	385	J. D. Gaby	13th do.
TRAVANCORE	1900	350	W. Barratt	20th do.
(s) AUSTRALIA	3963	600	J. S. Murray	27th do.
THIBET	2593	400	J. H. Torbock	3rd Aug.
(s) NEPAUL	3536	500	R. Methven	10th do.
SIAM	3000	500	R. W. Haselwood	17th do.
(s) MALWA	2983	450	P. S. Tomlin	24th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Masagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 21st June 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captain.	
HINDOSTAN	3113	600	N. Rockell	9th July, at 3 p.m.
PESHAWUR	3781	600	C. A. White	23rd do.
LOMBARDY	2723	450	W. B. Hall	6th Aug. at 3 p.m.

F. D. PARKER,
Bombay, 21st June 1877. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

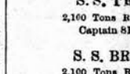
Vessels.	Tons.	H.P.	Captain.
TANJORE	2263	450	W. Fentiman, 21st July, 3 p.m.
BANGALORE	3063	500	G. N. Hector, 18th Aug., 3 p.m.

F. D. PARKER, Acting Superintendent.

Bombay, 21st June 1877.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL DIRECT, AND TO LONDON, OVERLAND, VIA NAPLES OR GENOA.



THE S. S. CHILDWALL Hall, 2,102 Tons Register, 300 H.P. nominal, Captain TREGARTHEN, will sail about the 4th July,

and will be followed by the

S. S. TRENTHAM HALL,
2,160 Tons Register, 300 H. P. nominal,
Captain SHAW, about the 11th July,
and by the
S. S. BRANKSOME HALL,
2,100 Tons Register, 300 H. P. nominal,
Capt. BRAND, about the 11th August,
and by the
S. S. CITY OF BALTIMORE,
2,300 Tons Register, 300 H. P. nominal,
Capt. COLLIN, about the 29th August.

RATE OF PASSAGE MONEY, Rs. 500 TO LIVERPOOL.

Passengers are booked through to London, Naples, or Genoa, in connection with the Rubattino S. N. Company, at the following rates including the Railway journey from Suez to Alexandria, Rubattino Steamer from Alexandria to Naples or Genoa, and Railway journey thence :—

FARES.

Bombay to London, via Genoa		Rs. 575
Do. do.	„ Naples	„ 600
Do. Naples		„ 470
Do. Genoa		„ 490

A Rubattino Steamer leaves Alexandria every Friday, For passage or further particulars apply to

KING, KING & Co.,
or to
W. & A. GRAHAM & Co.,
Agents.

N. B.—Messrs. HENRY S. KING and Co. and Messrs. KING, BAILLIE and Co. are the Passenger Agents for this Line in London and Liverpool respectively. Arrangements for Remittances, Sovereigns, Circular Notes, Shipment of Baggage, &c. will be attended by Messrs. KING, KING and Co. here.

Bombay, June 9, 1877.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & Co.

THIS DAY, WEDNESDAY, the 4th instant, Messrs. NUSSERWANJEE, CULLIANDASS & Co. will sell by Public Auction, at 2 o'clock p.m., at their room, Meadow Street.

1 case padlocks, 5 bales grey shirting, 2 cases T. red chints, 13 cases Dutch cheese, 5 cases claus paper.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 4th July 1877.

AUCTION SALE OF IRON WORKS, ESPECIALLY MADE FOR BARODA PLEASURE GARDEN, ON SATURDAY, the 7th July 1877 at 2 p.m., Messrs. MERJEE JOHNSTON & Co. will sell by Public Auction, at the Napier Foundery, Camatapoora, by order of Eduljee Shapoorjee, Esq., Proprietor Napier Foundery, and on account and risk of Mr. G. A. Stumpf, the following :—

5 cast iron columns,
40 „ seats of columns,
8 wrought iron girders each 25, 24, 18, and 17 feet long.
Pieces of wrought iron plates ½ inch thick.
Angle iron 2½ by 2½ by ¼" and 4 by 4 by ½"
Cast iron rails with wrought iron top and bottom bars.
2 cast iron posts, and sundry other iron articles.

MERJEE, JOHNSTON & Co.

Bombay, 4th July 1877.

NEW ADVERTISEMENTS.

DEVONSHIRE CIDER,
BOTTLED BY FOSTER.

THE SEASON'S DISTILLATION of this deliciously refreshing Beverage has arrived, and fully maintains the high reputation of the Bottlers.

Quarts per doz. Cash Rs. 9-0.
Pints „ „ „ 6-0.

SOLE AGENTS,
TREACHER & COMPANY (Ld.),
BOMBAY, BYCULLA, and POONA.

ANGOSTURA BITTERS

HAVE long enjoyed the highest reputation on the whole of the American continent and the West Indies for their delightful aroma and flavour, as also for their efficacy as a stimulant in exciting the appetite. They were first introduced generally to the European public at the Great International Exhibition of 1862, where they obtained the award from the Jury of "Honourable Mention, for Goodness of Quality." In India they are highly esteemed for the properties remarked in America, and for their valuable sanative power in all diseases arising from weakness of the digestive organs.

Cash.

Pint Bottles bearing Dr. Siegert's signature of verification, each ..... Rs. 2 0

SOLE AGENTS.

TREACHER & Co. (Limited).

N. B.—A liberal discount allowed to purchasers of six dozen and upwards.

MEDICINE CHESTS.

FILLED in accordance with Dr. Moore's recent work "Family Medicine for India."

Price complete, Rs. 20.

D. S. KEMP & CO.

REMEDIES FOR CHOLERA AND DIARRHŒA.

	Rs.	a.
CHOLERA TINCTURE. Thoroughly trustworthy ..... Per bottle Re. 2 and	3	8
CHOLERA MIXTURE. Very efficient and extensively used	1	0
DR. LEITH'S CHOLERA MIXTURE with Opium ..... Pint.	1	4
Ditto ..... Quart.	2	4
DR. LEITH'S CHOLERA MIXTURE without Opium ..... Pint.	1	0
Ditto ..... Quart.	1	8
CHOLERA PILLS, as supplied to Troops by Government	1	0
RUBINI'S ESSENCE of CAMPHOR	1	0
COLLIS BROWNE'S CHLORODYNE, 12 annas, Re. 1-8 and	3	0

(All the above are supplied per dozen at wholesale rates.)

DISINFECTANTS.

CARBOLIC POWDER AND LIQUID.
CONDY'S DISINFECTING FLUID.
BURNETT'S DISINFECTING FLUID.
PERMANGANATE OF POTASH FOR DISINFECTING DRINKING WATER.

D. S. KEMP & CO.,
SASSOON HOUSE, BOMBAY.

NEW ADVERTISEMENTS.

WANTED,

A THOROUGHLY COMPETENT COMPOUNDER. Apply personally to
TREACHER & Co., Limited.
Byculla.

A CAPTAIN in an Infantry Regiment going Home next February or March, wishes to EXCHANGE into the Bombay or Bengal Staff Corps. For particulars address "EXCHANGE," care of the Manager *Bombay Gazette*.

BOMBAY GYMKHANA.—FOOTBALL.

THE first GAME of the SEASON will be played TO-DAY, WEDNESDAY, at the Bandstand. Play to begin at 5-30. All members who intend to play Football this season are requested if possible to attend.

R. S. CAMPBELL,
Secretary for Football.

ALL PERSONS having any CLAIMS on, or being INDEBTED to, the ESTATE of the late Sub-Conductor HENRY JESSON, Sub-Engineer P. W. Department, who died at Coompta on 16th May 1877, are requested to notify their claims to the Undersigned at Karwar, before the 1st August 1877, after which date no claims will be recognized.

D. THOMSON, Colonel, R. E.,
President Committee of Adjustment.

SHUTTING OFF VEHAR WATER.

NOTICE.—In consequence of a burst in the 32-inch Main near the Byculla Bridge, it has been necessary to SHUT OFF temporarily the SUPPLY of VEHAR WATER to the City. The repairs will be effected by THIS (WEDNESDAY) AFTERNOON, when the supply of water will again be turned on.

C. B. BRAHAM, C. E.,
Deputy Executive Engineer in charge.

NOTICE.

THE FIRST GENERAL MEETING OF THE SEAFORDE LAND IMPROVEMENT COMPANY, LIMITED, will be held at the Registered Office of the Company, 41, Meadow Street, Fort, Bombay, on THURSDAY, the 12th inst., at 5 o'clock p.m., in accordance with the requirements Clause 40 of the Articles of Association.

By order of the Board of Directors,
ARTHUR W. FORDE,
Bombay, 3rd July 1877. Secretary.

TO BE LET, a FURNISHED BUNGALOW in Middle Colaba for one month. Rent Rs. 140. Apply to
E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, two BUNGALOWS in Middle Colaba for Rs. 135 and 125. Apply to
E. W. FLOWER,
4, Hummum Street. House Agent.

THE IMPERIAL COTTON PRESS COMPANY, LIMITED, IN LIQUIDATION.

NOTICE is hereby given, that the Undersigned are prepared to receive WRITTEN OFFERS, up to SATURDAY the 4th day of August 1877, for the PURCHASE either in whole or in part of the MACHINERY PLANTS, TOOLS, &c., of the above Company, containing Engines, Presses, Boilers, one Portable Iron Upper-Storied Bungalow, &c., &c., particulars of which can be ascertained on application to the Undersigned at their Office, No. 26, Shamsjee Hassajee Street.

BURJORJEE MUNCHERJEE,
SHAPURJEE BYRAMJEE KATRAK,
3rd July, 1877. Liquidators.

THE SOONDERDASS SPINNING AND WEAVING MILLS COMPANY, LIMITED.

ધી સુંનદરદાસ સપીનીંગ એનડ વીવીંગ મીલસ કુંપની લીમીટેડ.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at its Registered Office, No. 3, Church Lane, Fort, on TUESDAY, the 17th inst., at 3 p. m., for the purpose of confirming the following Special Resolution passed at an Extraordinary General Meeting of the Shareholders of the above Company held at the above place, on MONDAY, the 2nd instant, at 3 p.m. :—

Special Resolution.

Proposed by Mr. Cursetjee Manekjee Setna,
Seconded by Mr. Sorabjee Nowrojee Wadia,
And carried unanimously, that Section 113 in Chapter XII. of the Articles of Association of the above Company as it now stands be and is hereby cancelled and in its place and stead the following amended section be and is hereby substituted :—

"The partners at present constituting or who may hereafter constitute the firm of Mooljee Jaitha and Company shall be and are hereby appointed sole Secretaries and Treasurers of the Company. And it is hereby agreed and declared on behalf of the Company that it shall not be competent to them to remove the said firm of Mooljee Jaitha and Company from the Office of the Secretaries and Treasurers of the Company for any cause whatsoever except for some fraud or negligence amounting to fraud on their part in connection with the business and affairs of the Company. In the event of the removal of the said Firm from the Office of the Secretaries and Treasurers of the Company for either of the above causes the Company may appoint one or more merchant or merchants or one or more mercantile firm or firms to be the Secretaries and Treasurers of the Company."

By Order of the Board of Directors,
શા૦ મુલજી જેઠાની કું૦.
તા૦ વીશરામ માવજીની કું૦.
(i. e.) MOOLJEE JAITHA & Co.,
AND
VISHRAM MHOWJEE & Co.,
Secretaries and Treasurers.

Bombay, 2nd July 1877.

ENO'S
EFFERVESCING FRUIT SALT,
A palatable and refreshing Saline.
Cash Rs. 1-12 per bottle... Credit, Rs. 2 0
AGENTS FOR THE BOMBAY PRESIDENCY,
TREACHER & Co., Limited,
BOMBAY, BYCULLA, and POONA.

SPRATT'S MEAT FIBRINE BISCUITS.

The most convenient, healthful, nourishing and best adapted DIET FOR DOGS IN INDIA.

	Cash.	Credit.
¼ cwt. Case	Rs. 5	Rs. 5-12.

OF THE AGENTS,
TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, and POONA.

FINE BORDEAUX CLARET.

Bottled, Capsuled and Labelled under PRACTICAL EUROPEAN SUPERVISION at the Company's Wine Cellars, Byculla. Unquestionably the best value in this market.

In cases of 1 dozen.. Cash Rs. 10.

TREACHER & Co., LIMITED,
WINE MERCHANTS,
BOMBAY & POONA

A RELIABLE FILTER

IS an essential requisite for all TRAVELLERS and RESIDENTS in INDIA, where PURE WATER is so absolutely necessary to health. A large assortment of the most approved descriptions are on sale by the Undersigned, who will furnish details upon application.

TREACHER & Co., LIMITED.,
BOMBAY, BYCULLA, and POONA.

RAIN GAUGES.
ANY ONE CAN USE THEM.

Rs. 12 complete.

D. S. KEMP & CO.

DR. F. B. SEERVAI,
SURGEON DENTIST,
No. 2 HORNBY ROW,
Opposite the New General Post Office.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows :—Not exceeding 3 lines, Re. 1 ; each succeeding line 8 As. No trade advertisements are admitted under this scale.

WANTED, by a Young Parsi, a situation out of India. Experienced in business, Correspondence and Accounts. Salary no object. Address "KAMA," at this Office.

FOR SALE, AN OPEN CARRIAGE (very light) and Black Australian Harness complete. Apply to Major LAYARD, Commandant, Colaba Depot.

BASS'S PALE ALE,

BOTTLED BY MESSRS. M. B. FOSTER AND SONS.

TREACHER & Co. (Limited) are the exclusive AGENTS, in this Presidency, for the above Firm.

Messrs. FOSTER & SONS are the largest Bottlers of the national beverage in the World, and the Shipments of the Brand received from that Firm during the past five years have, by their unequalled qualities, gained for it the leading position in this and the other Presidencies of India.

Per Doz. Quarts, Cash..... Rs. 6 0
Do. Pints, do. ..... „ 4 0

TREACHER & COMPANY, Ld.,

BOMBAY, BYCULLA, & POONA.

FOOTBALL, POLO JERSEYS, &c.

BADHAM AND COMPANY

HAVE just Landed their Special Shipment for the coming season. They are of the best manufacture, fast colours, and may be relied upon for strength and wear :—

FINE WHITE LAMB'S WOOL, all Sizes	Rs. 6-8 each.
„ SCARLET „ „	
„ LIGHT BLUE „ „	
„ BLUE and WHITE MERINO STRIPED	
„ SCARLET „ „	
SILK for KUMMERBANDS to match all the above colours	„ 2-0 yard.
WHITE CASHMERE MUFFLERS	„ 3-8 each.
WHITE HONEY COMB LONG SCARVES	„ 2-8 „
KNICKERBOCKER HOSE, RIBBED COTTON,	„ 4-8 to
MERINO and REAL HAND KNIT	„ 6-8 Pair.

CRICKETING, BOATING SUITS, &c.

BEST SAXONY TWILLED FLANNEL, thoroughly shrunk, Double-Breasted Coat and Trousers	Rs. 35-0

Suits Trimmed to Match Club Colours.

WHITE SAXONY FLANNEL SHIRTS, Collars attached, thoroughly shrunk	Rs. 8-8

LESS TEN PER CENT. PROMPT CASH.

BADHAM AND COMPANY,

SHIRTMAKERS, CIVIL & MILITARY TAILORS & OUTFITTERS,
RAMPART ROW, BOMBAY, AND POONA.

MURREE BREWERY COMPANY, LIMITED.

THE following copy of the JURORS AWARD has recently been received together with the Certificate of Award :—

REPORT ON AWARDS.

INTERNATIONAL EXHIBITION—PHILADELPHIA, 1876.

Product—ALE and STOUT.

Name and Address of Exhibitor—

MURREE BREWERY, PUNJAB, EAST INDIA.

The Undersigned having examined the product herein described, respectfully recommends the same to the United States Centennial Commission for award for the following reasons, viz. :—

For the excellent quality of their STRONG ALE and XXX STOUT, remarkable for good condition, brightness, taste and aroma.

GUIDO MARX—Judge.

W. F. Green,	John Bradford,
Edward Loring,	G. F. Secchi De Casali,
R. T. Brown,	W. C. Kerr,
Nicolan J. Moreira,	H. Von Baumhauer,

GROUP JUDGES.

H. WHYMPER,
Managing Brewer.

The Brewery, Murree, 14th June 1877.

BOMBAY MUSIC SALOONS.

ILLUSTRATED PRICED CATALOGUES FREE BY POST ON APPLICATION.

SOUNDY AND Co., BOMBAY.

In consequence of spurious imitations of

LEA AND PERRINS' SAUCE,

which are calculated to deceive the Public, Lea and Perrins have adopted

A NEW LABEL, bearing their Signature,

LEA & PERRINS.

which is placed on every bottle of WORCESTERSHIRE SAUCE, and without which none is genuine.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper.
Wholesale and for Export by the Proprietors, Worcester ; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen throughout the World.

THORPE & CO.,

MASONIC CLOTHIERS AND JEWELLERS.

T. & Co. have now a large supply of MASONIC KIT on hand.

Master Masons' Aprons, English Constitution, Blue	Rs.	15	0
Do. do. Scotch Constitution, Red	„	16	0
Leather Cases for do.	„	3	0
Royal Arch Companions' Apron and Sash	„	30	0
Do. Principal's Apron and Sash	„	33	0
Leather Case for do.	„	3	0

ROYAL ORDER APRONS AND SASHES.

18th Degree Aprons, Collars, Jewels, Swords, Belts, Cloaks, &c.
30th Degree Sashes, Eagles, Swords, Belts, Cloaks, Caps, &c.

LODGE KIT.

Working Tools, Wardens' Columns, Ballot Boxes, Jewels, Squares, Collar Jewels.
3rd Degree Lamp, &c.

ESTIMATE GIVEN FOR LODGE KIT COMPLETE.

THORPE AND COMPANY,

CIVIL, NAVAL AND MILITARY TAILORS,
MEADOW STREET, FORT, BOMBAY.

For Sale at this Office.

A BOOK-BINDERS' SAW-BENCH. THIS Machine is for sawing the backs of Books and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.

For Sale, at this Office under the authority of the Bombay Chamber of Commerce.

THE AMENDED FORM OF BILL OF LADING for Steamers from BOMBAY to LIVERPOOL via the SUEZ CANAL, as sanctioned by the Bombay Chamber of Commerce, at their Meeting on the 28th August 1872. Price per 100 Copies, Rs. 4 ; 50 Copies, Rs. 2-8 ; 25 Copies, Re. 1-4 ; and for single Copy, One Anna.

For sale at this Office.

THE ACT OF PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

FOR SALE,

INDIA TO ENGLAND by THE LEVANT AND THE DANUBE.

Re-printed from the *Bombay Gazette*.

Price—ONE RUPEE.

May be had at the *Bombay Gazette* Office and from Messrs Thacker & Co.

WINES, SPIRITS, BEER, &c.

UBORGS FABRIKKER
DANISH BEER IN BOTTLE,

A very superior Article.
Light and suitable for the Climate.
A special favorite in the China Markets.

FINLAY, SCOTT & Co.

FOR SALE, at the Godown of the undersigned, a fresh supply of A. DREHER'S VIENNA BEER, just arrived, per Steamer "Sphinx."

Per case of 4 dozen Quarts ..... at Rs. 6-8 per dozen.
Do. 6 do. Pints ..... „ 4-0 „ do.

BELL, BRANDENBURG & Co.

THE Undersigned have just landed, Ex. S.S. PEKIN, a small supply of GUINNESS'S OWN STOUT in pints, bottled by Messrs. READ BROS., BULL DOG Trade Mark. Price per Cask of 6 doz. pints, Rs. 3-12 per doz. Cash, and Rs. 4 per doz. Credit.

CUTLER, PALMER & CO.

PRICE LIST of WINES, &c., FOR SALE at the Godowns of the Undersigned :—

CLARETS.

From H. and C. Balaresque, Bordeaux—

Chateau de Frands	Rs. 14	per doz. Qts.
Les Canons	„ 24	„
Chateau Leoville	„ 24	„
Chateau Lafitte	„ 28	„

HOCKS.

From G. M. Farnemann Sons, Mayence, Purveyor to H. R. H. the Prince of Wales.

Laubenheimer	Rs. 16	per doz. Qts.
Deidesheimer	„ 17	„
Liebfraumilch	„ 22	„
Steinwein (in glass jugs)	„ 22	„
Hochheimer	„ 24	„
Ruedesheimer	„ 26	„
Marcobrunner	„ 30	„
Queen Victoria Berg	„ 36	„

CHAMPAGNE.

Theoph. Roderer & Co.'s celebrated Carte Blanche	Rs. 44	per doz. Qts.
Real Eugene Cliequot	„ 40	„ „
do.	„ 22-8	„ Pts.

BEER.

Ind Coope and Co.'s Pale Ale	Rs. 3-4	per doz. Pts.
FLOWER & SON'S India Ale	„ 5	„ Qts.
Do. do.	„ 3	„ Pts.
INDIA PALE ST. PAULI BREWERY, Bremen	„ 5-8	„ Qts.
Do. do.	„ 3-8	„ Pts.

BRANDY.

FROME and ROGER'S 3 Stars Cognac, excellent quality ..... Rs. 30 per doz. Qts.

Out-station Orders must be accompanied by a remittance or reference for payment in Bombay.

VOLKART BROTHERS.

Rampart Row, Fort, Bombay.

NOTICES.

For Sale at this Office.

THE NEW INDIAN CUSTOMS' ACT AND TARIFF,
In neat Pamphlet form, 8vo demy. 25 pp.
Price—Four Annas.

Now Ready.

THE SECOND EDITION OF
THE POLITICAL ECONOMY
OF
INDIAN FAMINES.
By ALFRED H. BROWNE.
PRICE ONE RUPEE.
May be had at the *Bombay Gazette* Office.

DINNEFORD'S FLUID MAGNESIA—
The best remedy for
ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE GOUT AND INDIGESTION,
and the best mild aperient for delicate constitutions, Ladies Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & Co.,
CHEMISTS, LONDON,
And of Druggists and Storekeepers throughout the World.
N.B.—Ask for DINNEFORD'S MAGNESIA.
Agents—TREACHER & Co. Bombay.

RANEEGUNGE POTTERY.
FIRE BRICK AND GLAZED PIPE WORKS.

PRICE LIST.

		Rs.	a.	p.	
4" Stoneware Pipe	at	0	6	0	per Foot.
6" Ditto do.	„	0	8	0	„
9"	„	0	12	0	„
12" „	„	1	4	0	„
15" „	„	1	12	0	„
18" „	„	2	12	0	„
21" „	„	3	8	0	„
4" „ Bend Pipes	„	1	4	0	each.
6" „ „	„	1	8	0	„
9" „ „	„	2	4	0	„
12" „ „	„	3	0	0	„
12" by 12", 12" by 9", 12" by 6"					
12" by 4" Stoneware Junction Pipes	„	2	8	0	per Foot.
9" by 9", 9" by 6", 9" by 4" Stoneware Junction Pipes	„	1	8	0	„
6" by 6", 6" by 4" Stoneware Junction Pipes	„	1	0	0	„
4" by 4" Stoneware Junction Pipes	„	0	12	0	„
12" by 12", 12" by 9", 12" by 6", 12" by 4" Stoneware double Junctions	„	3	12	0	„
9" by 9", 9" by 6", 9" by 4" Stoneware double Junctions	„	2	4

COMMERCIAL INTELLIGENCE

TUESDAY EVENING, 3rd JULY 1877.

CONSOLS in London yesterday were quoted at 94¾, a decline of ⅛, but French Rentes were still maintained at 106¾.

Wheat, as quoted by Reuter, was unaltered, and with the exception of Calcutta Rapeseed, which had advanced 3d. per quarter to arrive, and 1s. ex-warehouse, Seeds were unchanged.

The Liverpool Cotton Market yesterday opened and closed firm, sales 10,000 bales, spot quotations being the same as on Saturday; and Piece Goods in Manchester were reported quiet, but steady. Reuter's New York telegram of yesterday still quotes ready Mid. Uplands at 12½ cents., but October shipment is given at 11⅞ cents., an apparent decline of ⅛ cent. per lb. from Saturday's quotation for September shipment. In all probability, however, this is a mistake, as so important a decline could scarcely take place in futures without affecting spot Cotton. Moreover, the only influence which could specially affect the New York market would be crop reports, and it is very improbable that prospects could suddenly alter to such an extent, at this time of year. The receipts of Cotton at the U. S. ports to date are as follows:—

	1877.	1876.	1875.
Two days' Receipts ...	2,000	2,400	700
Three days' do. ...	3,000	3,500	1,300
Total since 1st Sept.	3,921,000	4,065,400	3,438,700

In Mincing Lane yesterday, Coffee and Cocoanut Oil were unchanged.

A payment of £100,000 into the Bank of England took place yesterday, and the rate of discount on 6 months' sight bank bills has receded to 2½, as compared with 2¾ per cent. on Thursday last.

Bar Silver is now quoted by Reuter at 53⅜d., a reduction of 1/16d. per oz, equivalent to a fraction over 1s. 8¾d. per rupee, but private telegrams quote buyers 53⅝d., sellers 54d. per oz.

STERLING EXCHANGE opened this morning with a quiet feeling at yesterday's rates, but on the receipt of easier advices from Calcutta a weaker feeling was apparent in the afternoon, and at the close the Banks are generally more willing sellers than buyers at a partial decline of 1/15d. per rupee. We quote:—

Bank Bills, on demand.....	1s. 8 11-16d. to ¾d. per Rupee.	
Do. 6 months' sight	1s. 9d. to 1-16d.	"
Credits, 2 "	1s. 9d.	"
Documents, 3 "	1s. 9 1-16d.	"

On Calcutta we still call demand drafts ¼ per cent. premium, 60 days' sight ⅜ per cent. discount.

GOVERNMENT PAPER has been quiet and if anything a shade weaker. Fours may be quoted at Rs. 97¾; Fours-and-a-half, Rs. 98; Fives-and-a-half, Rs. 102½ to ¾.

The SHARE MARKET is inactive, and values, as a general rule, are slightly easier. Bank of Bombays are ½ per cent. lower. In Land Companies we quote a decline of Rs. 5 in Colaba and an advance of Rs. 10 in Port Canning. Press shares are weaker, Bears being Rs. 10 and Mofussils Rs. 5 lower. Spinning and Weaving Companies are in less request and values are somewhat irregular. Soondercdas have advanced Rs. 30, Alexandra Rs. 10, and Bombay United and Morarjee Goculdass Rs. 5. On the other hand Alliance have declined Rs. 25, Colaba, Fleming and Manockjee Petit Rs. 10, Hindustan and Nursey Rs. 5 per share.

LINSEED is quiet at yesterday's prices.

RAPESEED is still in request at Rs. 6-15 to Rs. 7 per cwt. WHEAT is nominally unchanged, but buyers have withdrawn for the time being.

In COTTON to-day, so far as buying for export is concerned, the market has been quite stagnant, no transactions of any kind being reported. The local Spinning Companies, however, have made some small purchases at about former rates. The receipts from up-country yesterday were 1,424 bales, making 3,004 bales for the four days. Current quotations are:—

Good Dholleras	Ready	Rs. 197 per candy F.P.
G. F. do.	"	193 "
F. do.	"	188 "
Good Oomras	"	195 "
F. G. F. do.	"	191 "
G. F. do.	"	186 "

FREIGHTS are quiet as they well can be. For steamers to Liverpool £1-17-6 is the current rate and for sailing ships £1-18-9 to £2 per ton.

PIECE GOODS are quiet but steady. The demand shows no appreciable improvement and it is evident that no perceptible increase in activity can be expected until after the rains.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks.	No. of Shares.	Nomi. Value p. sh.	Paid up.	Last Dividend.	Cash. Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	120,000	100	all	8 p. ct	121½
Bank of Bengal	40,000	500	all	6 do.	713
Bank of Bombay	20,000	500	all	10 do.	719
National Bank of India.	10,000	500	all	3 do.	
Bank of Madras.....	60,000	250	all	10 do.	670

PRESS COMPANIES.

Akbar Cotton Press Co..	150	5,000	2,850	0 150 p.s.	1,120	
Albert Co., Kurrachee..	200	2,000	1,160	150 do	920	
Albert Ginning Co.....	100	500	all	18 p.c.	650	
Apollo Press Co.....	750	2,750	2,260	32 p.s.	450	
Bellary	175	1,000	all	60	700	
Benar Company (New)..	155	500	all	40 p.s.	455	
Broach Cotton Co.....	1,000	350	all	42 do	725	
Broach Cotton Co.....	400	250	all	10 do	85	
Carwar Co.....	1,000	1,500	all	75 do	675	
Colaba Press Co.....	500	1,830	all	170 do	510	
Dholleras P. and G. Co..	500	200	all	15 do	250	
East India Press Co....	352	1,000	all	100 do	390	
Fo-i Press Co.....	50	6,000	all	20 do	1,000	2d.
French Press Co.....	300	500	all	35 do	310	
Imperial Press Co.....	1,150	..	1,400	100 do	300	
Mahsuli Press and Ginning Co.....	3,125	400	350	25 do	375	
Prince of W. Press.....	120	..	1,500	250 do	455	
Sassoon's Press Co.....	600	500	all	50 do	390	
Scinde Press Co.....	400	850	750	67½ do	485	
Scinde & Punjaub Cotton Co. Ld.	100	1,000	925	165 do	1,150	
Victoria Cotton Gin and Press Co.....	150	850	all	12 p.c.	600 nl.	
Volkart's United Press Co.....	450	1,000	1,000	75 p.s.	650	

SPINNING AND WEAVING COMPANIES.

Alexandra S. and W. Co.	750	1,250	all	50 p.s*	1,340	
Alfred Mills Co.....	250	1,000	1,000	80 p.s.	1,300	
Alliance Spinning.....	500	2,500	all	125 p.s.	2,500	
Anglo-Indian S. and W. Company	30,000	100	90	..	80	
Bhownuggur M. and P. Company	300	2,000	..	40 p.s.	1,600	
Bombay United.....	900	1,000	all	60 p.s*	1,170	
Bombay Hemp and Jute Mill Company.....	2,000	300	all	..	275	
Brosch Mills	1,800	170	all	10 p.s*	155	
Colaba S. and W. Co.. ..	900	1,000	all	40 p.s*	985	
Coorla S. and W. Co.. ..	1,000	1,000	all	..	1,060	
Central India S. and W. Company.....	2,500	500	450	..	690	
Dharamsey Spinning.....	3,000	2,000	all	50 p.s*	1,190	
Fleming S. and W. Co...	1,500	1,250	all	50 p.s*	1,315	
Great Eastern.....	1,400	1,000	all	80 p.s*	1,230	
Hindustan S. and W. Co.	875	1,000	all	40 p.s.	1,130	
Hydrabad S. and W. Co.	700	1,000	1,000	..	975	
Jewraj Balloo Mills	750	1,000	all	55 p.s*	1,140	
Khandelah Spinning....	750	1,000	all	60 p.s*	1,310	
K. Mucunjee S. & W. Co.	1,000	1,000	all	30 p.s*	1. 10	
Madras Spinning	300	1,250	..	Nil	1,125	
Madras U. Spinning....	425	1,000	all	80 p.s*	1,360	
Manchester & Bombay, S. and W. Co.....	30,000	50	50	..	50	
Mandvie S. and W. Co..	1,200	500	all	..	415	
Manockjee Petit's.....	2,500	1,000	all	100 p.s*	1,390	
Morarjee Spinning	1,043	1,000	all	70 p.s*	1,420	
Managon S. and W. Co..	2,000	5,000	..	..	335	
National S. and W. Co. of India.....	950	1,000	all	..	1,010	
Nerlad S. and W. Co....	400	1,000	all	..	900	
Nicol Press Manufacturing Co., Ld.....	600	2,000	all	..	1,000	
Nursey S. and W. Co....	2,500	400	all	..	405	
Oriental	1,000	625	all	50 p.s*	820	
Prince of Wales Spinning	600	1,250	all	..	1,290	
Sassoon J. & W. Co....	1,500	1,000	all	..	985	
Soonderdas Spinning ..	650	1,000	all	50 p.s.	1,433	
Do do. 4 Share.	800	1,000	250	125 p.s.	900	
Shola pore S. and W. Co.	500	1,000	all	..	1,040	
Victoria Mills	550	1,000	all	..	950	

*Per Share for the half-year.

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock.....	..	£20 21⅝	3 0 5 p. c.	275
Do. New £20 shares....	..	£20 13 0	14 6 do.	26
Ditto	..	£20 6 5	7 3 do.	72
Ditto	..	£20 21 11	1 0 do.	32
B. B. and C. I. Ry. Co.	..	£100	1,000 do.	1,050
Do. New Shares.	..	£18	19 6 9 15 do.	240

LAND COMPANIES.

Colaba Land Co. (New).	3,948	2,000	all	25	1,030
Fcore Land and Pier Co. Limited.....	7,500	150	all	..	120
Managon Land	1,750	8,000	1,000	20 p.s.	675
Fort Canning Land Company. Limited.....	6,000	1,400	all	10 do.	250

MISCELLANEOUS.

Bombay Burmah Trading Corporation	1,000	2,500	1,500	202½ p.s.	1,950
Bombay Gas Company..	50,000	50	all	7½ p. ct.	85
Bombay Saw Mills Co..	600	1,000	all	60 p.s.	650
Landing and Shipping Co. of Kurrachee, Ld.	550	500	300	36 p. s.	275
Malabar Company, Ld..	1,150	200	100	7½ p. ct.	70
Mechanics' Buildings Co.	1,000	500	all	p. s.	25
Treacher and Co.....	1,000	500	all	11 p. ct.	455
Vizgas Patent Slip Co..	3,000	250	all	5 p.	33

SHIPPING INTELLIGENCE.

THE BARQUE BLACK WATCH, 490 tons, Captain Kermish, arrived in harbour yesterday from Cape Town (30th May), in ballast. The vessel is consigned to Messrs. W. Nicol & Co.

THE SHIP ANNIE FROST, 1,236 tons, Captain C. Welbourne, arrived in harbour yesterday from Liverpool (April 3rd), with a cargo of 1,738 tons coals. The vessel is consigned to the Agents.

THE B. I. S. N. Co's s.s. SCOTIA, 1,240 tons, Captain W. Starratt, arrived in harbour yesterday from Coast and Calcutta, with a general cargo and the following passengers:—Mr. Corke, Mr. Clairmaute, and ten deck passengers.

THE SHIP CARRIE HUMPHREY, 1,060 tons, Captain W. N. Grozier, arrived in harbour yesterday from Boston (March 16th), with a cargo of 1,210 tons ice, 600 cases kerosine oil, and 10 packages sundries. The vessel is consigned to Messrs. Tudor & Co.

THE BARQUE QUEEN OF THE SEAS, 404 tons, Captain Hardwick, arrived in harbour yesterday from New York (March 18th), with the following cargo:—150 barrels pitch, 22 packages drugs, and 15,000 cases kerosine oil. The vessel is consigned to Messrs. Bell, Brandenberg & Co.

ARRIVALS.

July.	Vessels.	Commanders.	From.
3	Socotra (s)	Starratt.....	Calcutta, June 9.
	Annie Frost.....	Wilbourne	Liverpool, April 3.
	Queen of the Seas..	Hardwick	Newyork, March 18.
	Carrie Humphry ..	Grozier	Boston, March 16.
	Black Watch	Kermish	Cape Town, May 30.

The Steamer Sir John Lawrence, to Coast and Calcutta, was entered out for loading yesterday.

DAILY IMPORTS.—JULY 3.

FROM LIVERPOOL.

Trentham Hall s—5 packages hardware, Farulally Mooasbhoy; 50 cases copper sheets, Benn, Ashley and Co; 1,623 bars iron, Ritchie, Steuart and Co.

Childwall Hall s—20 cases slates, Esmailjee Essoofbhoy; 1,204 bundles hoop iron and 392 bundles spears bar iron, The New India Press Company; 2 bales wall paper, and 4 casks paint, Abdoolhoosein Tyebjee; 2 casks glassware Jaffer Runmul; 25 cases slates, Byramjee Shapoorjee.

FROM LONDON.

Dunphaile Castle—11,634 bars iron, Ritchie, Steuart and Co.

Timaru s—84 cases claret, Abramovitz and Co.

Cathay s—10 packages candles, Ludha Ebrahim and Co.

FROM BORDEAUX.

Batavia s—25 cases olive oil and 10 cases brandy, C Bonnevialle and Co.

Sumatra s—10 cases brandy, The Bank of Bombay.

DAILY EXPORTS.—JULY 3.

FOR LIVERPOOL.

Knight Companion—10 bales cotton, Goculdass Thakersee; 200 bales cotton, Nurses Kessowjee and Co.

Egbert s—50 bales wool, Nurses Kessowjee and Co; 100 bales cotton, Goculdass Thacursee; 65 cwts nuxvomica and 58 pkgs sundries, Jaitha Purseram; 958 cwts wheat, Knoop and Co; 12 bales hides, Chand Mahamedally and Co.

Childwall Hall s—2½ cwts barley, Lyon and Co; 40 bales wool, Poonja Nurse; 50 bales wool, Hurridass Gangjee; 50 bales cotton, Peel, Cassels and Co; 25 bales cotton, J C Bushby and Co; 29 cases vermillion, Joosub Lutiff.

Nizam s—1,000 cwts wheat and 200 bales cotton, Ralli Brothers; 319 bales cotton, W Nicol and Co.

Trentham Hall s—4,000 cwts wheat, Killick, Nixon and Co; 2,400 cwts wheat, J C Bushby and Co; 26 cwts horns, Woomersbhoy Chandabhoy; 37 bales wool, Joseph Soares.

Zerbino s—195 cwts B horns, Allarukhia Sazun; 9,002 cwts wheat, Stearns Hobart and Co.

FOR LONDON.

Stockbridge—60 cwts coffee, Allarukhia Sazun; 17 bales hides, M A Dehan; 15 bales hides, Nonseebhoy Gangjee; 8 bales hides, Hajee Essa; 23 bales hides, Allarakhia Sazun; 6 bales hides, Rehemoobhoy Hajeebhoy.

FOR MARSEILLES.

Nizam s—3 bales skins, W Nicol and Co; 1,214 cwts linseed, Ralli Brothers.

FOR TRIESTE.

Nizam s—300 bales cotton, Knoop and Co.

FOR GENOA.

Nizam s—50 bales cotton, Knoop and Co.

FOR CALCUTTA.

Dunphaile Castle—50 bales cotton, Goolabroy Arjoondass.

Sir John Lawrence s—105 bales cotton, Young and Co.

MILITARY INTELLIGENCE.

ARRIVALS.—JULY 2.

Menzies, Lieut, Bengal 92nd Highlanders, on leave, from Sitapur.

DEPARTURES.—JUNE 2.

Smith, Lieut, Bombay 3rd Sind Horse, on duty, to Mhow.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, June 30.)

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

Major E Mockler, Assistant Political Agent, Mekran Coast, has been granted by the Government of Bombay privilege leave for three months.

Mr W D ——mslip-ice, Clerk, has been granted by the Deputy Director, Persian Gulf Telegraph, leave on medical certificate for one year.

AGENT, GOVERNOR GENERAL, FOR RAJPUTANA.

Dr L D Spencer, Agency Surgeon, is appointed to hold charge of the Office of the Political Agent in the Eastern States, in addition to his own duties, until further orders.

Captain N C Martelli, Guardian and Tutor to His Highness the Maharao Raja of Ulwur, to be in charge of the office of Political Agent at Ulwur, in addition to his own duties, during the absence on privilege leave of Major T Cadell, V C.

Mr S W Grant, Supervisor, attached to the Allahabad Division has been transferred to the Benares Sub-Division of the Dinapore Division, Military Works.

DIRECTOR OF STATE RAILWAYS.

Mr R Gompertz, Ex Engr, is posted to the Rajpootana Railway.

Mr J F Cockburn, Ex Engr, Indus Valley State Railway, is granted six months' leave without allowances.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 2nd July 1877.

Means of observations taken at 6 a.m., 10 a.m. 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·721
Temperature of the Air.....	85·1
Wet Bulb Thermometer.....	80·1
Dew Point	78·4
Relative humidity of Air	80·6
Extent of cloudy sky (the whole sky clouded=8).	5·4
Maximum temperature of air (read at 6 p.m).....	88·4
Minimum do. do. (read at 9-30 a. m.)..	80·6
General Direction of wind.....	WSW, SW, WSW.
Movement of wind in 24 hours	5·7.
Fall of Rain	0·06
Total fall during month.....	0·12
" " year.....	35·49
Additional fall up to 10 A.M. of the 3rd	0·08

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet.
United Kingdom	July 6	3-30 P.M.	4-30 P.M.
Kurrachee	" 4	8-0 A.M.	9-0 P.M.
Persian Gulf via Kurrachee.	" 4	1-0 P.M.	2-0 P.M.
China.....	" 9	3-0 P.M.	No after packet.
Australia	" 21	3-0 P.M.	
Mauritius and Reunion	" 9	8-30 P.M.	4-0 P.M.
Zanzibar, &c.	" 27	3-30 P.M.	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. & O.S.N. Company leave Bombay every *Friday* soon after 5 p.m., and the following are the hours for closing the Mails:—

Letters will be received at the General Post Office up to 3-30 p.m.

Newspapers, Books, and Patterns up to 1-30 p.m.

Registered Letters up to 1 p.m.

Registered Letters, if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 3 and 3 p.m.

Late letters, if fully pre-paid by means of stamps in respect both of postage and of the *late letter fee* (2 annas each), will be received at the Wellington Pier Post Office from 3-30 to 4-30 p.m.

The latest hour for posting ordinary Overland covers at the several Branch Post Offices will be 3 p.m. and registered letters at 1 p.m.

Fully pre-paid letters will be received on board the Overland Mail Steamer after 3 p.m. and up to starting time (5 p.m.) by the payment of an additional fee of 4 annas. All others will be refused.

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded via Brindisi, to the United Kingdom, or Union countries served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 6.
Each Newspaper per 4 ounces—annas 2.
Each Pattern Packet or Printed Papers, per two ounces, 2½ annas.

Covers not marked for any particular route will, as a general rule, be sent by the route which stands first in the Schedule except where there is quicker despatch by some other route or where the first route may require the compulsory prepayment of a higher rate of postage than has been prepaid or where the amount of postage paid may leave no doubt as to the route intended.

The postage chargeable on letters sent to the Union countries mentioned below is as follows:—

	per ½ oz. As. Pies.
Germany, Austria, Hungary, Belgium, Denmark, Egypt, Spain, United States of America, France, Greece, Italy, Luxemburg, Norway, Portugal, Roumania, Turkey, Russia, Servia, Sweden Switzerland	5 0

CHINA MAILS.

China Mail Steamers will leave Bombay as follows:—
4 P.M.
Monday .....July 9

QUEENSLAND, SYDNEY AND MELBOURNE.

Via Singapore and Torres Straits.
Monday .....July 9

AUSTRALIAN MAILS, VIA GALLE.

Saturday.....July 21 | Saturday.....Aug. 18
" .....Sept. 15

In accordance with the above, Mails for Ceylon Penang, Singapore, Hongkong, and the Australian Colonies will be closed at the General Post Office at 3 P.M.

Registered Letters will be received until 1 P.M. on the above dates.

DESPATCH OF INLAND MAILS FROM BOMBAY

The after packet, hitherto made up at the General Post Office has been abolished, and the times for posting are given in the subjoined table.

A Post Office has been established at the Boree Bunder Railway Station, where Letters and Papers, too late for the Mail closing at the General Post Office, are received *without fee* up to 5 minutes of the departure of Trains.

No Letters or Papers can be posted in the Railway Carriage Letter Box.

MAILS.	Latest hour for Posting At General Post Office. Ordinary Letters and Papers.	Registered Letters & Parcels.	At Branch Post Offices.	At the Boree Bunder Railway Station Post Office.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway	4-50 P.M.	3 P.M.	3 P.M.	5-25 P.M.
For all Post Towns on the S.E. Line of the G. I. P. Railway, for Poona and Madras Presidency; also for Ahmednuggur, Seroor, Deccan, and S. Country	11-20 P.M.	12 NOON.	11-30 A.M.	1-55 P.M.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattywar, and Cutch	4 A.M.	4 P.M. of previous day.	5-30 P.M. of previous day.	...
For ditto in Southern Concan, i. c., for Goa, Sangola, Mahad, Khed, Dapoolee, and Ratnagherry	10 A.M.	Do.	8-30 A.M.	...
For ditto on the S. E. Line of the G. I. P. Railway as far as Poona, Uran and Panwel	5-30 A.M.	Do.	5-30 P.M. of previous day	...

Registered letters and banghy parcels for despatch by all mails are received, except on Sundays, from 10 A.M. to 4 P.M.

POSTAGE ON LETTERS TO AFRICA.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters from India to Mozambique, Delagoa Bay, Natal, the Cape of Good Hope, the Great Comoro, Mayotte, Nosebe and Majunga, forwarded via Bombay to Aden and conveyed thence by the British India Steam Navigation Company's and Union Steam Ship Company's packets, is increased from 4 annas to 8 annas per half ounce.

Pre-payment in full by this route will continue to be compulsory, and additional postage will be levied on delivery at destination of covers addressed to Mozambique, Delagoa Bay, the Great Comoro, Mayotte, Nosebe and Majunga.

Letters can be registered for transmission by this route for Natal and the Cape of Good Hope only, the registration fee being 4 annas per cover.

Packets of Newspapers, Books, and Patterns can be sent by this route to Mozambique, Delagoa Bay, Natal and the Cape of Good Hope, at the rate of 2 annas per every four ounces, prepayment compulsory.

ZANZIBAR, MOZAMBIQUE, DELAGOA BAY, NATAL AND TABLE BAY, *VIA* ADEN.

Friday ..... July 29

TO CALCUTTA.

Touching at the several Coast Stations.

Mails to Calcutta, and for the several Coast Stations below Carwar per B. I. S. N. Company's Contract Steamers, are despatched from Bombay every Saturday.

The extra Steamer of the B I S N Company despatched from Bombay every Tuesday will not further notice, be discontinued and Mails for Ratnagiri and Vingorla will be forwarded by the regular Contract Steamer leaving on every Saturday.

Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 1 P.M. at the G. P. O and late fee letters up to 2 P.M. on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 A.M.

For Sale at this Office.

MAPS OF THE SEAT OF WAR.

No. I.

COLOURED MAP

OF

TURKEY IN EUROPE

WITH BESSARABIA.

Size 20½ by 13½ inch.

PRICE—MOUNTED ON CLOTH, RUPEE 1-6, WITH ROLLERS, Re. 1-8.

No. II.

MAP OF TURKEY IN ASIA.

Size 23½ by 16 inch.

PRICE—To Subscribers to this Journal...Rs. 0 4
To Non-Subscribers 1 0

Mounted on Cloth ..... 8 As. extra.
" " with Rollers. 10 "

Subscribers are entitled to have one Copy only of this Map at 4 annas.

*** It will prevent possible mistakes, if, in ordering one or other of our War Maps, the order specifies them as No. I. or No. II.

SPORTING.

THE UMBALLA GREAT ENGLISH St. LEGER SWEEP, 1877.

THE Manager of the *Bombay Gazette*, Bombay, presents his compliments to the Honorary Secretary, ENGLISH RACE SWEEPS, UMBALLA, and in reply to his letter requesting the publication in the *Bombay Gazette* of an Advertisement of the Umballa Great English St. Leger Sweep, which closes on the 6th September next, begs to inform him that owing to a recent order of Government prohibiting the publication of such Advertisements of Sweeps, he is unable to comply with the request.

Bombay Gazette, Manager's Office,
Bombay, June 18, 1877.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RS. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

ROZARIO—July 3rd, at Mount Road, Mazagon, the wife of L. P. do Rozario, Esq., of a son.

OTHER PRESIDENCES.

DEATHS.

MASSONS.—June 5th, at Darjeeling, Anne, the wife of Captain J. Massons, and only daughter of the late Coll G. Blake' R. H. A., aged 57 years.

CURTIS.—June 23rd, at Ramaoon, Surgeon-Major J. L. Curtis, 18th Royal Irish, aged 37.

LYNCH.—June 25, at Montgomery, Punjab, Michael Lynch, District Engineer, aged 41 years.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

WEDNESDAY, JULY 4, 1877.

THE Turks have apparently decided to accept battle on the line of the road from Rustchuk to Tirnova, in order to prevent the Russians from getting possession of either of those important places. From Sistova the road leading to Rustchuk runs at first away from the river bank and divides at Wengrad into two branches, one of which is continued in a north-easterly direction to Rustchuk, while the other, branching to the south-east, strikes the Rustchuk-Tirnova road at Beila, where Abdul Kerim Pasha has his head-quarters. Both these roads from Sistova are crossed by the Jantra river, which, rising in the Balkans to the south of Tirnova, runs northwards into the Danube, and the bridges over the Jantra are at Biela and a place called Bieltjev which lies closer to the Danube. The position the Turkish commander-in-chief has taken up, therefore, is covered in front by the Jantra and has its right flank protected by the Danube,—from which Beila is distant only about 15 miles,—while it is supported in the rear by the fortress of Rustchuk and has its line of retreat open to Schumla and Varna. The consequence, however, of defeat in such a position must be the abandonment of Tirnova and the uncovering of the western passes over the Balkans to the victorious Russians. Heaven seems still to fight on the side of the Turks, for the destruction by a storm of the bridge constructed over the Danube at Sistova must be a most serious embarrassment to an army that has just crossed the river and is engaged in bringing up artillery and stores for a great battle. Indeed, the Russians will hardly venture to engage the Turks before the bridge has been repaired, for they have no other way of retreat in case they are beaten. It appears, too, from a private telegram we publish elsewhere, that the Turks are now showing some activity in trying to check the march of more Russian troops across the river. The evacuation of Montenegro by the Turks must be the direct result of the invasion of Bulgaria, the Porte having now perhaps at last discovered that it must concentrate all its forces to meet the advance of its most formidable enemy. Probably we shall hear next of the recall of those troops which win such tremendous victories near Soukhoum Kaleh and yet are apparently unable to move to any distance away from that port.

THE Bishop of Bombay dearly loves Mazagon. He loves its people, its church, its parsons; yea, the very dust of its streets to him is dear. Its bunder, fragrant with odours of sea and land; its gullies, populous with happy and contented residents; its mountain, a second Pisgah, from which the sacred seer may view at one glance the whole of the promised land; all are enshrined in that capacious heart. Its "parishioners," *in esse* and *in posse*, from the highest official of the great Steam Navigation Company down to the importunate boatmen who disport themselves upon the silver strand, are his especial and peculiar delight. If there is one spot in all this dreary land where the sun tempers his fiery rays, and the raging monsoon changes into a gentle shower, that spot is Mazagon; for there is no "unjust" or "evil" person within its holy precincts. It was Byron, we think, who wished that collective womanhood were endowed with one pair of lips, that he might enjoy the cumulative felicity of an ecstatic kiss from such an aggregate of charms. The Bishop, more decorous but not less fervid than the poet, longs for an opportunity of extending his episcopal wand over the assembled population of Mazagon, and by the utterance of a fervent "Bless you, my children!" making some feeble return for the ineffable gratification which the contemplation of their virtues has afforded him. The olfactory nerves of the Oxford tutor are never so pleasingly titillated as when they inhale, in all their native intensity, the pungent smells of which St. Peter's, Mazagon, is the converging focus. The philanthropic benevolence of the Christian prelate never bubbles over so demonstratively "in nods, and becks, and wreathed smiles," as when he gazes upon the mirth chastened by wisdom of the fortunate maidens who throng its educational institute. But if there is in all this beatific neighbourhood one edifice dearer than all other, it is the Mission House of Saint John the Evangelist, if among the happy inmates who make up the complement of its monastic establishment any distinctions may be drawn, the episcopal choice would fall on the brace of clerics who shine, like twin stars, in the celestial firmament of this happy "parish," and if, in the inventory of personal charms which make up the popular idea of the Cowley Fathers, one item calls for the especial notice of their Bishop, it is the white robe in which their sacred persons are perpetually encased.

Tastes differ. Mr. Toots "liked waistcoats;" Mr. Pickwick was warmly attached to a particular nightcap with a peculiar tassel; while Mr. Peter Magnus, with a more Catholic affection, regarded the whole contents of his brown paper parcel as unrivalled triumphs of the tailoring art. The pride of the Parsees may be supposed to centre in their national head-dress; and we have even known persons of depraved taste who could discern beauty in the English "swallow-tail." But we must confess we cannot understand the Bishop's marked preference for the preternaturally ugly combination of pinafore and petticoat which he has glorified by his special admiration. For aught we know, this remarkable garb may satisfy some superhuman standard of beauty of which we know nothing, and a bishop, looking down from his celestial elevation on all the garments which have at any time adorned the "featherless biped" whom we call man, may recognise in the cut of the Cowley robe the most faithful realization of the principles which the beatified Poole of those regions has drawn up for the guidance of the heavenly world of fashion. Suffice it to say that we have his Lordship's authority for stating that the pleasantest sight which met his eye on his arrival in Bombay harbour was a vision of two white cassocks—we beg their pardon if we have misnamed them—which, like Peter's sheet, were let down from heaven to gladden his apostolic heart.

The Bishop of Bombay has delivered a speech and preached a sermon from which we are concerned to learn that somebody has said something which has disturbed the celestial tranquillity of his model "parish." Besides uttering the laudations of which we have presented a feeble echo, and expressing the extraordinary opinion on masculine apparel which we have recorded, his Lordship congratulates these interesting martyrs on the persecution which they are undergoing, and assures them of his undying sympathy. The Cowley Fathers as the victims of persecution, is a novel subject for the host of letter writers who have been expressing in our columns their feelings on Church affairs in Mazagon. It is possible that the indiscriminate praise which his Lordship has been lavishing on Mazagon may at last have wearied out the patience of a public whose moral progenitors grew tired of hearing Aristides called the just. And it is equally possible that the negative unpopularity of an episcopal administration may change into very active hostility, if it is discovered that he who ought to be the healer of divisions takes unnecessary pains to proclaim himself the extremest partisan of an extreme party.

IF the natives of India of the self-educated pattern hope to succeed in anything, we recommend them to drop the conceit for which they are all more or less too notorious. That conceit and self-sufficiency can only excite ridicule, and ridicule is fatal to such aspirations as theirs are. Here is an instance of the failing which has recently occurred in Madras. One Ruthnavalu Chetty, the first native civilian of the Southern Presidency, has on his return to India from England excited the jealousy of some other Chettys which evil sentiment they disguise under the convenient name of caste obligations. We rather admire Ruthnavalu Chetty for his pluck in going to Europe to encounter the Civil Service examiners, though we doubt very much if he will ever be as good a bargain for the State as an Englishman drawing the same salary. However, let his colour and creed pass; with these we have nothing to do at present; it is to the intolerable self-sufficiency of his caste people that we desire to draw attention. These lunatics—for they are deserving of no better name—held a solemn meeting to ventilate their spite, whereat they rendered the illustrious Ruthnavalu an outcast from the pale of their unenviable society, and Ruthnavalu *père* as well, though what the latter, poor man, had to do with the singular intelligence of his son we are at a loss to imagine. The case has excited some interest at Madras, not allayed by the curious explanation by a Chetty volunteered in the columns of a Madras paper called the *Madrassee*, and signed a "Vysia Chetty," whatever that may mean. In the explanation referred to, the Vysia Chetty is at pains to show that it was not only on account of Ruthnavalu Chetty going to England, living in England, eating with Englishmen, and passing an examination there, that he was excommunicated from his caste and its privileges (whatever those may be), but because, and mainly because, on his return to India, "Mr. Ruthnavalu Chetty's conduct showed his evident admiration of English habits and customs, and his seeming contempt for Hindoo institutions." As if it were possible for Mr. Ruthnavalu to show anything else! Fancy a man of any intelligence residing some years in England and among Englishmen, and educated up to the Indian Civil Service standard, returning, like a dog to its vomit, to the idle and idiotic superstitions of the Hindoo. Nevertheless, this is what a "Vysia Chetty" expected of his too intelligent caste fellow, and he mourns in piteous language the degeneracy of the Chetty who cannot, from a practical acquaintance with both, prefer Chetty institutions to English. "If this gentleman," says he, "had known how to conciliate the prejudices of his caste people, *however unreasonable they may be*, he would have been heartily welcomed back into his caste;" or, in plainer language, if he had been weak and silly enough to bribe his castemen all round at the expense of his conscience and his independence as a civil servant of the British Government, nothing would have been said by the

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

(By Indian Telegraph.)

THE RAINS IN BENGAL.

CALCUTTA, JULY 3.

Calcutta rains to the present time very trifling; much wanted for crops.

THE PUNJAB BANK.

LAHORE, JULY 3.

The Punjab Bank stopped payment this morning.

(By Red Sea Cable.)

THE WAR ON THE DANUBE.

LONDON, JULY 3.

According to unofficial Turkish accounts, the Russian advanced guard which was advancing on Biela has been driven back by the Turks with heavy loss.

EVACUATION OF MONTENEGRO BY THE TURKS.

The Turkish troops have evacuated Montenegro.

THE EXPORT OF HORSES FROM GERMANY.

The Russian Government is purchasing horses, and the German Government is about to prohibit the export of them from Germany.

ORDER OF THE DAY BY MARSHAL MACMAHON.

PARIS, JULY 2.

In an *Order of the Day* issued by Marshal MacMahon after a review of troops here yesterday, the Marshal states that he relies on the Army to defend the dearest interests of its country, and aid him in the fulfilment of his mission to maintain respect for the law and Government.

THE MAILS.

LONDON, JULY 2, APT.

The Bombay Mails of the 8th ultimo, via Brindisi, were delivered in London to-day.

LONDON, JULY 2, APT.

The Liverpool Cotton Market closed firm. Surats firm.

The London Cotton Market has been firm.

Fair Dhollera..... 5 3-16.

The Manchester Market has been quiet but steady.

3 per cent. Consols for account ..... 94⅜.

5 per cent, French Rente, 1872 ..... 106¾.

Bar Silver 53⅞

About £100,000 have been paid into the Bank of England to-day.

The Market rate of discount, 3 months sight Bank Bills, is 2½.

THE WAR.

We have been favoured by a leading mercantile firm in Bombay with a copy of the following telegram:—

LONDON, JULY 3.

The Russian army has partially crossed the Danube. A great battle is being fought, the Turkish army and monitors assisting. In Armenia recent fighting has resulted unfavourably for the Russians.

LINE REPORTS.—JULY 3.

Cable right to Fao. Turkish line right to Persa. Russian line interrupted beyond Tiflis.

WEATHER REPORTS.—JULY 3.

(Madras Time.)

CANNANORE, 5 P.M.—Weather squally, ther. max. 80, W. B. 76, min. 72, bar. 29-87. Fall of rain 1 inch 1 cent.

CANWAR, 5 P. M.—Weather fresh, wind W. by S. 6 to 7, ther. 83, bar. 30. Fall of rain 88 cents.

MANGALORE, 5-58 P. M.—Weather showery fine, wind N. E., N.W. Fall of rain 98 cents.

TUTICORIN, 5 P.M.—Weather fine, wind W. strong, ther. 92, bar. 29.86.

VINGORLA, 5 P.M.—Weather clear, wind W. light, ther. 88.

RATES OF EXCHANGE ON LONDON.

Bank Bills, on demand	...ls. 8 11-16 to ¾d. per Rupee.	
Do. 6 months' sight	...ls. 9 to 1-16d.	"
Credits, 3 " "	...ls. 9d.	"
Documents, 3 " "	...ls. 9 1-16d.	"

THE Government of Bombay has declined to sanction the formation of a corps of Imperial Naval Volunteers, as volunteers are not now required for the purpose of working the guns of the monitors. The majority of the Naval Volunteers will probably now join the new Rifle Volunteer Corps.

WE regret to hear that Brigadier General Kirby is lying very dangerously ill at Belgaum with malarious fever, and the worst fears are entertained.

THE Weather Report from Travancore is most satisfactory:—"Splendid monsoon, torrents of rain, lots of pasturage. Weather equally on the coast. Cultivation flourishing. Public health improved. Grain (rice, &c.) very dear on account of the unrestricted exportations of cereals to the eastern side of the Ghauts."

THE first number of a new triweekly paper, with the title of the *Anglo Indian Express*, was issued in Poona yesterday. It is very neatly got up, and all the matter is well arranged. We find in it the following announcement, which settles finally a question that has been for years "under consideration":—"We hear that the removal of the Military Finance Department to the Presidency is now settled, and we believe it has been decided, that when the new Court-House on the Esplanade is completed, the building at present used by the High Court will be made over to Colonel Chitty for that purpose."

As we stated yesterday, and now learn more authoritatively, the new Warrant of Precedence was not intended to be published yet, as the graded list of officers not reserved for members of the Covenanted Civil Service referred to in the Warrant is still under the consideration of the Government of India.

MAJOR WATERFIELD will officiate as Commissioner of Delhi during the absence on privilege leave of Colonel W. G. Davies, C. S. I. Mr. J. G. Cordery will probably postpone his leave and take the Hissar Division for three months. In the event of his not doing so, the officiating vacancy would go to Colonel Gordon Young, Additional Commissioner of Jullundur.

THE results of the half yearly examination of officers of the fifth and sixth classes in the Financial Department, held on the 16th May, have just been made known. Messrs. A. H. Anthony and C. G. Vansittart passed by the lower standard; and the undermentioned officers passed by the higher standard in the following subjects: Mr. C. E. Crawley, in Précis and Draft, Annuities and Logarithms, Political Economy and Political and Revenue System; Mr. R. C. Chapman, in Departmental Circulars; Mr. W. T. Piercy, in Departmental Circulars and Political Economy. Messrs. H. S. Schurr and T. Krishna Murti Jyengar have failed to pass by the higher standard in the eighth examination after joining the Department; and, in accordance with the rules published in 1876, will cease to belong to the Department.

THERE are still rumours about the release of Sardar Mahammad Yakub Khan at Kabul. It is said that the Amir has agreed to release him on condition that the Sardar's mother, Arsla Khan, Asmaulla Khan, and other Ghilzai Chiefs stand security for his future good behaviour. Councils have been held on the subject, but no final decision has been come to about the Sardar's release.

The following is reported from Kabul: It is said that on the 8th of June, the Amir placed Muhammad Usman, the son of Naurez Khan, in confinement Muhammad Usma had gone to Kabul with the Mir Akhor (Ahmad Khan); and although the latter remonstrated against the Amir's act, His Highness paid no attention to his representations. The news of Muhammad Usman's imprisonment was reported to his father at Gandeb, on the 12th. Nauroz Khan then collected all the *Maliks* of the Halimzai tribe, and communicated the particulars of his son's confinement to them. They first agreed to bury their former differences and swore on the Koran that they would side with the *Khan*. On the 16th of the month, Nauroz Khan and the Halimzai *Maliks* proceeded towards Kathasar and Phadmatto to induce the people of that direction to join them. Nauroz Khan has now about 6,000 men with him, and others are being collected.

It is also reported that recently the representatives and headmen of the Afridis of Khyber and Tirah, and of the Shinwaris and other tribes, went to Kabul, where they were most kindly treated by the Amir. He has offered them 4,000 matchlocks for distribution to those members of their tribes who do not possess them, and told them to collect all their tribesmen at Lavargi or service on the arrival of the Kabul troops at Daka.

"A JOURNEY TO KUNAR," by Syad Shah, an Afghan Christian teacher at Peshawar, which is the title of a paper in the current number of the *Christian Intelligencer*, curiously corroborates the reports which we (*C. and M. Gazette*) have from time to time published of the strong ill-feeling which exists in the mind of the Amir towards the British Government. It also shows that the reasons ascribed for this dissatisfaction by influential people in Afghanistan are identical with those which we have more than once mentioned in these columns, but which our critics have chosen to regard as purely imaginative. The present information, coming as it does from an entirely independent source, supplied by a man who conversed with chiefs who were summoned to the Cabul Darbar, and who has no object whatever in misrepresenting facts, is most important, and it is nothing short of blind folly to reject it as unworthy of credit. Nor do we for a moment believe that the Government are unaware of the real state of feeling of the Cabul ruler towards us. Syad Shah's journey, however, is interesting for other reasons—and especially so as showing that despite his conversion to Christianity, he was welcomed by his friends and relatives with a warm greeting.

THE *Leader*:—"It has at last been resolved, we believe, to commence with four Appellate Benches—one at Calcutta, a second at Patna, a third at Dacca, and the fourth probably at Cuttack. Each Bench will consist of two Judges, the one a Civilian, the other a native. In Calcutta the Civilian Judge will draw Rs. 3,000 a month, but elsewhere Rs. 2,500, while the Native Judge will receive Rs. 1,500. The Bar, it will be seen, is entirely excluded. An accurate interpretation of the law does not commend itself to the ordinary Civilian mind, and it might not be agreeable to be trammelled by a colleague who objected to irregularities and was bent upon administering the law as it actually existed. For the moment neither the Bench nor the Bar are in favour with the Indian Government, which speaks volumes for their integrity and independence."

ASSISTANT APOTHECARY G. W. Phillips, Madras Army, has addressed the following letter on the treatment of leprosy to the papers: "Herewith I forward a copy of my pamphlet on the treatment of leprosy, and beg you will kindly review the same. I was the first person that worked out the Gurjon oil treatment at Port Blair, and the specific which I have now introduced, is an improved method to that adopted in the leper hospitals. I have patients just now using it in different parts of India, and in Madras alone have nearly twenty. All of them, without exception, I am happy to say, are recovering fast. Two or three cures of typical cases I shall be able to publish at the end of this year, but it takes one or two years to effect it, sometimes even longer. In my pamphlet I have appended progressive reports, from which you will observe that the specific is doing its work most satisfactorily, and that patience and time only are required for the thorough eradication of the malady. All I desire is a recommendation to the public, with reference to the facts, and independent testimony contained in the book, in addition to a fair and unbiassed criticism of the same."

A VERY sad accident occurred at Hazaresbagh on Saturday, the 22nd ult., at the races which took place at that station. Captain Stuart Liddle son, a boy of nine years of age, took his place beside the carriage of a friend of his parents, the position the child occupied appearing safe enough. But one of the race-horses became unmanageable, and the rider losing all control over the brute, he rushed into the crowd and stumbled over the poor little fellow, who immediately fell, with horse and rider over him. A gentleman present, with great presence of mind, ran forward and lifted up the child and found he was bleeding from his nose and mouth. The doctor was sent for at once on the spot and carried the child off to a tent for examination. The friend near whose carriage the accident happened drove off to break the news to the parents of the child, and while she was doing this, a note from the doctor came saying the child had received no internal injuries, but that his leg had been broken and his face fearfully cut and bruised. The bone was soon set and the little sufferer placed in a *doolie* and sent home to his anxious mother. The child's sufferings have been very great, but he has borne them all with great courage and fortitude. The shock however to the little man's nervous system appears to be severe, his sleep being disturbed by constant and frightful dreams of horses rushing into his room, &c. Up to the date of this letter he is getting on well enough for the doctor to express a hope of seeing him out in another four weeks. The doctor told Captain Stuart that had the bone broken a little bit lower he would have been obliged to amputate the foot.

A DARING case of cheating occurred at the Bangalore Railway Station lately, and a novel plan was resorted to to recover the purloined silver. A passenger was about to proceed up the line when he met a native who was very solicitous about his welfare, and offered to purchase a ticket to Jolarpett to which the traveller was bound, he subsequently made a similar offer to a passenger bound for Maloor. These passengers trusting to the man left the purchase of the tickets to him. Both these passengers discovered the deceit before they had started, and brought it to the notice of the chief porter on the Railway platform. Suspecting something wrong, the porter struck the accused individual on the right cheek when a two anna bit dropped out of his mouth; the porter then struck him on the left cheek when another two anna piece turned out from the same receptacle, a slap on the slope of the neck brought out the last two anna bit. The accused was tried before the Sub-Magistrate for cheating, and sentenced to two months' rigorous imprisonment.

THE writer of the *Englishman's* weekly relates a strange scene in Court:—"I was fortunate enough to witness a scene in the Calcutta Small Cause Court quite as touching as when Mrs. Bardell threw herself fainting into the arms of the astonished Mr. Pickwick. The case wherein this touching scene occurred was one in which a former eminent professor of dancing was sued for not having paid her house-rent. Now this to a non-legal mind would seem to be but a simple case, and one to which there could be no defence. But there is no case, however unpromising, to which a clever lawyer cannot find a defence; and accordingly, the teacher of youthful steps got off her liability on some technical grounds. Then came the touching scene. Either overcome with astonishment at her unexpected success or smitten with admiration of her lawyer's talents, the ex-professor no sooner heard the judgment of the Court than she fainted away in the arms of her legal adviser. Some say that she did not faint any more than did Mrs. Bardell, and perhaps she may have an eye to fasten damages for breach of promise, or some unknown crime hidden in the all embracing clauses of the Penal Code, on her defendant. I regret to say that the Judge had no appreciation of the romance of the situation, for he was heard to say, 'Take her out of the Court."

THE Murree correspondent of the *Statesman* has something pertinent to say on the effort that is being made in these straitened times to raise a heavy endowment fund for a new Bishopric in India. He remarks: "Our spiritual wants are being attended to with great vigor. Faith and hope are much recommended, but above all charity—not in the bibilical but in the modern sense. Our earnest preacher would have pleased Mr. Waldo Emerson, inasmuch as he 'dealt out to the people his life—life passed through the fire of thought,' but he does come down awfully heavy on our donations, which he lately forcibly characterised 'as miserably poor.' Oh, Murree! how has thy glory fallen! He was endeavouring to rouse our hearts on behalf of the proposed Lahore Bishopric towards which Lord Salisbury has given 1,000*l.* with what hope of good to the India he is trying to ride roughshod, goodness only knows. The preacher stated that £5,000 were still required to make up the £21,000 necessary. I hear it whispered that a Grand Lottery would be the surest and simplest method of raising the wind. I recommend it to their Holinesses. Fancy 21,000 pounds sterling for a second pair of lawns sleeves! A second man to aid in Confirmations and Consecrations! In my humble opinion if the £21,000 were spent in erecting schools so urgently needed for the children of the lower classes of Europeans in the Punjab—more prominently the children of the Railway employés,—it would better please the Giver of all Good than a new Bishopric. Endeavours are being made to get up something in that line at Lahore. The prospectus of a Grand Orphanage Lottery tells us that some Rs. 5,000 are required to enable some gentlemen, who have started the idea, to carry out a plan for sending a certain number of children of the Railway employes of the Punjab to some hill-station for the summer months, for the saving of their souls and bodies from premature death. Lord Salisbury gives £1,000 for a Bishopric. A lottery is needed before 500*l.* can be raised for the purpose of making about 100 poor children happier and better—not to insist too much on the ultimate advantage of having a hundred healthy, active, industrious young Europeans and Eurasians, ready to serve Government hereafter, without the expense of bringing out unacclimatized men from England."

WE print a telegram in another column, announcing that the Punjab Bank has closed its doors. In the *Statesman* to hand yesterday, attention was called to its critical condition—the writer says:—

"Some days ago a correspondent pointed out the heavy losses sustained by the Punjab Bank, and explained the rather unique method adopted by its late Head or General Manger for recouping a portion, at least, of the losses. The position of that Bank is serious and requires the grave consideration of the shareholders, who will be, if any one loses, the eventual sufferers. Depositors, of course, can withdraw their deposits. There ought to be a most searching and thorough investigation into the Bank's affairs and a full disclosure of the causes which have been at work in bringing about the heavy losses which have been incurred. Have the losses been caused by bad, inefficient, and reckless management, or through causes over which no control could have been exercised? Were the powers of the General Manager unlimited, and were there no Directors to control him? Have the losses arisen through legitimate business transactions, or through reckless speculation? Is so the present Manager, or Head Manager, a relation of the late Head Manager, and has he not been associated with him in the management of the Bank for some time past? Has any reduction been made in the worsing expenses of the Bank?"

The same writer makes the following excellent and practical suggestions in the interest of depositors and investors:—

"I think Brokers should tabulate their quotations of Bank Stock as follows:—(*a*) date of establishment of the Bank; (*b*) paid-up Capital and Reserve Fund (to be bracketed together); (*c*) the percentage of profit derived from investments (including Loans, Discounts, and Government Paper); (*d*) the average percentage of interest paid in deposits; (*e*) the rate of expenses on capital; (*f*) the percentage of expenses to the gross profits; and (*g*) the percentage of Reserve Fund, if any, to the paid-up capital.

"By (*c*) would be ascertained the average percentage yielded by the investments and, approximately, might be obtained the amount of lock-up or the proportion of investments unproductive; by (*d*) it would be seen if the Bank was paying more than its advertised rate to depositors; by (*e*) would be seen the ratio of expenses and the cost of working the Bank; (*f*) would show the ratio of expenses to profits (a good and practical guide for investors); (*a* and *b*) would show the past prosperity of the Bank, and what sum had been put by from earnings, the Reserve Fund divided by the number of years the Bank had been in existence, would show the annual increment to that Fund. It strikes me that had the above suggestions been acted upon, as regards the Punjab Bank, the alarm would have been sounded long ago and shareholders put on the *qui a vive*. Bank accounts are put into so simple form that it would be easy to tabulate the items above alluded to. Brokers ought in the interest of the public, to adopt the above suggestions and I do not see why Bank Managers should not do so for the information of their respective shareholders."

BOMBAY.

THE amount of rainfall at Bandora up to 6 a.m. of the 1st July was 23 ins. 64 cents.

WE hear that the Volunteer movement in Poona continues to receive encouragement. About a hundred gentlemen have been enrolled.

A BOMBAY SWEEP.—We hear that a great English St. Leger Sweep is being organized at Bombay, under the auspices of the Gymkhana.

THE BISHOP.—The Bishop has gone to Poona, and during the rains will make his head quarters there. He is occupying the house near St. Paul's Church, formerly tenanted by Bishop Harding, and called the Bishop's house.

THEFT OF WEARING APPAREL.—Two Eurasians, named James Pickersham and Charles Ainsworth, were yesterday convicted by Mr. Dossbhoy Framjee on two separate charges of theft of wearing apparel, and were each sentenced to a term of four months' rigorous imprisonment.

THE VEHAR LAKE.—The height of water in the Vehar Lake, for the week ending Saturday, 30th June, was 48 feet 3 tenths; total rainfall up to date 19 inches 91 cents. In the corresponding week last year it was 47 feet 3 tenths; total rainfall up to date was 11 inches 66 cents.

ASSAULT.—Yesterday, at the Fort Police Court, a Mahomedan, named Esa Sulliman, was fined Rs. 100, or in default three months' hard labour in the Common Jail, and further bound over in the sum of Rs. 200 to keep the peace for six months, by Mr. W. Webb, for committing a brutal assault on a woman by beating her in a shameful manner with a shoe having an iron tip to it. Rs. 50 of the fine, if recovered, was ordered to be paid to complainant as compensation.

USING A DEFACED STAMP.—Last week one Bucca Bassjia was placed before Major T. Trueman, the Assistant Cantonment Magistrate, at the instance of Mr. Gardiner, the Post Master of Poona, for using a defaced stamp. The accused was found guilty and sentenced to pay a fine of Rs. 5, in default to undergo fourteen days' rigorous imprisonment. We wonder what Mr. Pellew, the Magistrate of Howrah, who tried and sentenced Miss Mary Donnelly for a similar offence to two months' imprisonment, would say to this conviction?—*Poona Observer.*

THE Rev. William Brown Keer, Oxon, formerly Harbour Chaplain, Bombay, has been appointed to relieve the Rev. W. H. Lloyd, Consular Chaplain, Valparaiso, who returns to England for a while, after an absence of seven years. Mr. Keer left Liverpool on the 30th May.—*Bombay Church Chronicle.*

THE CHORAL FESTIVAL.—On Wednesday, June 27th, at 7 p.m., there was a meeting of the clergy, at which the Cathedral organist was present, in the Cathedral Vestry, to make arrangements and select the music for the yearly Choral Festival. It was agreed that the Festival should be held in November instead of, as has hitherto been the case, in September. This change of date will, we hope, make it possible for many to be present who on previous occasions have not been in Bombay. The Anthem selected is "Praise the Lord our God," from Spohr's "Last Judgment." It is difficult, but if carefully practised, will well repay the labour of learning. The service this year will be Anglican, the Psalms to single chaunts, the Canticles Ebdon's Cathedral service. The different choirs will at once begin practising the music selected, and we hope the result may be an acceptable sacrifice of praise to God.—*Id.*

ADMISSION OF CHORISTERS.—On S. Barnabas' Day (11th June) three new choristers were admitted into the Cathedral choir. There was choral Evensong at 6 p.m., after which the choristers were admitted. A special "Office for the admission of Choristers," sanctioned by the Bishop, was used for the first time on this occasion. The service was said to be very impressive by those who attended it—it certainly was so to those who officiated. It is to be hoped that now the choristers may learn to feel that their office is one full of deep meaning that they dedicate to God His highest gift to them, the power of song. It is high time that the notion, too widely prevailing among choristers, men and boys, that they are conferring a favour on the priest or the church by singing in the choir, should be thrust utterly aside. A man or a boy who sings in a Church choir, as he sings to *God* and leads in the sacrifice of praise to *God*, can confer no favour on man by doing this; and yet we know that many a chorister has left a choir because the priest in charge has in some way often most unwittingly offended him. Now no one who is received as those three were received on S. Barnabas' Day could consistently act so, for it is to God they dedicate their service and not to man.—*Id.*

FALL OF RAIN IN BOMBAY.

	COLABA.		FORT.		BYCULLA.	
	In. cts.		In. cts.		In. cts.	
Tuesday, July 3, up to 6 a.m.....	0	6	0	2	0	0
Previously registered.....	35	43	27	76	29	15
Total up to date ...	35	49	27	78	29	15
Fall up to 3rd July 1876	15	11	14	64	17	56

THE VOLUNTEER MOVEMENT.

THE Committee appointed at the Town Hall meeting on Saturday to conduct the preliminary arrangements connected with the projected Volunteer Corps, met yesterday evening at the National Bank. The chief item of business contracted was contained in a request to the Secretary (Mr. Tennent) to inform H. E. the Governor that there are now nearly 200 names on the roll, and to request the Executive Government to appoint a Commandant, Adjutant, and drill instructors. Immediately on a reply being received to this application, a general meeting of the volunteers will be called, and work will be commenced without unnecessary delay. An interesting topic discuss d by the Committee had reference to the uniform to be worn. It is desired to make it as inexpensive as possible, and for the present white drill only will be worn. No doubt it will be necessary to adopted a dress uniform when the corps is fairly on its legs, and if we might be allowed to offer a suggestion we would recommend a sort of khaki grey with red or blue facings as very neat and becoming and at the same time more suitable to the climate than a brighter or darker colour. The following additional gentlemen were selected by the Committee formed on Saturday to act with them, viz:—Messrs. D. S. Kemp, W. W. Burn, W. Lyall, Arguin, Mesers. Wallace and J. A. Chalmers. It is hoped that the list of members, which has expanded considerably since Saturday, will soon stretch to even a very much greater length. Forms are kept for signature at the *Bombay Gazette*, the *Times of India*, Messrs. Treacher and Co.'s, Messrs. D. S. Kemp and Co.'s, and Messrs. Thomson and Taylor's, and Messrs. Arguin & Co.'s, and application may be made to any member of the Committee.

BOMBAY TOWN COUNCIL.

THE weekly meeting of the Bombay Town Council was held yesterday afternoon in the Municipal Buildings. There were present Mr. J. M. Maclean, Chairman, Lt.-Col. Hancock, Mr. F. Mathew, Mr. Kirkham, Sir Frank Souter, C.S.I., Dr. Blaney, the Hon. Mahomed Ali Rogay, Mr. Rugoonath Narayen Khote, Mr. Nanabhoy Byramjee Jeejeebhoy, Mr. Dosabhoy Framjee, C.S.I., Mr. Nowrojee Furdoonjee.

STREET IMPROVEMENT.

Mr. Nanabhoy Byramjee Jeejeebhoy moved:—"That 300 square yards of ground belonging to Messrs. Narayen and Wittoba Ballajee be taken up, on the Chunam Kiln Road, to widen that extremely narrow part of it, which is exactly opposite the David Sassoon Reformatory, and which commences at the rear of Sir Mungaldas Nathoobhoy's Girgaum bungalow." Mr. Nanabhoy said that the lane referred to in the resolution was a very narrow one, and the traffic through it having increased very much since the laying down of the tramways, a number of collisions were constantly occurring.

Dr. Blaney seconded the resolution. He said he had seen several fine *gharries* come to grief in that street.

The Chairman asked what rate Mr. Nanabhoy proposed to pay for the land.

Mr. Nanabhoy suggested that Rs. 7 per yard might be sufficient, or say Rs. 2,500 for the entire cost.

Mr. Nowrojee Furdoonjee thought that Rs. 2,000 would be quite sufficient.

Sir Frank Souter suggested that the matter should be left in the hands of the Municipal Commissioner.

After some further conversation, it was decided, at the suggestion of the Chairman, that the Municipal Commissioner should be requested to inquire and report to the Council what amount of compensation it would be necessary to pay for the land.

Sanction was given to the taking up of 91·66 square yards of land, or thereabouts, at No. 151, Girgaum Breach Candy Road, from Mr. S. Shriniwasjee at Rs. 15 per square yard. The land is required for street improvement.

THE CHOLERA EPIDEMIC.

The following report by the Health Officer was submitted to the Council, regarding the prevalence of cholera in the city:—

Bombay, 25th June 1877.

To the Municipal Commissioner.

SIR,—In reference to your letter No. 4233 of 1877, I have the honour to offer the following remarks. The cause of cholera remains unknown. There is the greatest diversity of opinion amongst inquirers into the etiology of this disease as to its origin. Dr. Parkes observes, "As in the case of yellow fever we have no certain clue to the origin of cholera, and in some respects, the propagation of the disease is very enigmatical. The way, for example, in which the disease has spread over vast regions, and has then entirely disappeared, and the mode in which it seems to develope and decline in a locality in a sort of regular order, and at certain seasons are facts which we can only imperfectly explain." Professor Pettenkoffer, whose researches into the nature of cholera are so widely unknown, believes the infecting matter of cholera to be a product of the soil. The correctness of Pettenkoffer's views is indisputed by Dr. Buchanan, who has had exceptional opportunities of observing the conditions under which cholera spread in England during recent epidemics. Recent researches, although they have contributed to throw very much light on the channels by which cholera is propagated have not established the laws, by which it is spread. Dr. Macnamara, an Indian authority, holds that, "if we can only establish the principle that nothing but freshly and properly filtered water shall be consumed by the inhabitants of a town, barrack, or house, not only when at home, but when at work at all times, in fact, when cholera is abroad—we may, I believe, discard all and every other means of preservation. Cholera cannot possibly gain a hold on any comurs, village, or house constituted in this way. Measures of hygiene beyond are, of course, most useful in many ways, but they will not stop cholera, or, in fact, control its extension one iota, if the means above indicated be neglected. If the water supply is a matter of "importance in a country like England, what must it be in the case of the drinking water in the endemic areas of cholera?" Professor Pettenkoffer states that although cholera may be occasionally communicated through the agency of potable water the general spread of the disease is not through this channel. Dr. Bylon's aerial theory is well known. Dr. de Renzy, late Sanitary Commissioner with the Government of the Punjab, believes that the cholera contagion is propagated chiefly by means of contaminated water, while Dr. Cunningham, Sanitary Commissioner with the Government of India, states that notwithstanding the widespread belief in this water theory, it is a very remarkable fact that in India, where cholera is so prevalent even in Lower Bengal, where it is always present, no case has ever been adduced in which there is good reason to believe that water contaminated with cholera evacuations really has produced cholera. The evidence regarding the contagiousness of cholera is equally conflicting. Dr. Cunningham, in his letter to the Government of India for 1875, distinctly states that a temporary hut on the sick does not spread the disease. The exciting causes of cholera are also involved in some obscurity. Dr. Cunningham, in his 9th Annual Report to the Government of India, observes:—"It must be remembered that the distribution of cholera, as may be proved beyond all doubt, is not regulated by conditions of filth or cleanliness. Large tracts of country often escape in which the people are no cleaner than those in others, and even with in the epidemic area villages escape, while others, to all appearance very much the same, suffer severely." I merely quote from the writings of well-known authorites to show the difference of opinion regarding the nature of cholera that exists amongst distinguished men who have devoted a great portion of their lives to the study of this disease. The diversity of opinion shows how involved in doubt the origin as well as the mode of propagation of cholera is, and admonishes us to consider well, not only the local circumstances of this city, but those of the surrounding country, before forming any opinion as to the causes of cholera or its mode of propagation in Bombay. A local impression has been fostered that the causes of cholera can be as distinctly traced, as clearly ascertained, as the presence of organic matter in water; a very little experience, or even a little reflection, is sufficient to make us distrust all impressions not founded on the most carefully established facts. In all inquiries general impressions are most misleading, but in the skilled investigation of disease they can scarcely take place. The reluctance of so distinguished a physician as the late Dr. Parkes to commit himself to any opinion on the subject is at once a protest against all rude conjectures. Hasty conclusions founded on data which may be imperfect or uncertain can only mislead us and retard all real investigation. Cholera has been unusually prevalent this year in the districts around Bombay, and many people infected with the disease have been brought into the city. The prevalence of cholera this year is not to be unexpected, for epidemic disease of one type or another is the invariable accompaniment of a scarcity of food in all countries. The distribution of cholera this year is very remarkable, while Mamlatdar-poors, the Market, Bhoolesh-wary, Walkeshwar, Chuckla, Coombarwada and Khara Talao have been comparatively exempt from the disease, it has been very prevalent and fatal in Mandvie, Doongree, Oomarkharee, Easter Bunder, Bhoiti Talao and Mazagon, up to the week ending the 19th of June there had been only 3 deaths from cholera registered in Khara Talao, 7 in Chuckla, 7 in Bhooleshwar, 4 in Mahalaxmee and 1 in the Walkeshwar section. Up to the 19th of June there had been no deaths from cholera reported in Mahim. This is very remarkable. The Health Officer in his annual report for 1872, speaking of Mahim, says the calcareous and of which its surface rock is formed, receives all the sullage and wastage water, and, as might be expected under these conditions, whenever the contagion of cholera is introduced into Mahim, its ravages are always severe. There are no sewers, and the drainage is imperfect. There are no public necessaries and but few privies."

The incidence of cholera this year has fallen very uniformally on the lines of distribution of the poorer classes of the Hindoo population. The most striking feature in the death returns is the small number of deaths from cholera amongst persons born in Bombay as compared with the large number of deaths amongst those not born in this city but who are sojourners in our midst. In this table is shown the deaths from cholera from the 13th to the 22nd inst., inclusive, the place of birth, the caste or race of most of them:—

	Total No. of deaths.	Place of Birth.		Mahrattas.	Hindoos of other castes.	Mohamedans.	Native Christians.
		Bombay	Elsewhere.				
June. 13	41	3	38	12	11	3	8
14	29	5	24	7	11	3	3
15	25	2	23	12	9	1	3
16	26	6	20	9	11	2	1
17	41	4	37	13	9	2	10
18	25	1	12	4	4	3	0
19	24	2	22	7	3	4	6
20	16	1	15	8	2	2	0
21	19	3	16	8	7	3	0
22	24	4	20	11	5	3	0

In some instances there has been a very strong presumption that the disease was excited by an impure water supply; in others the evidence inclined to the food supply. In the outbreaks I have felt convinced that the dampness of the rooms, the absence of sufficient ventilation, and the exclusion of light and air were the chief exciting causes of the disease of the large number of poor Mahrattas I have seen suffering from cholera the disease, as I observed it amongst them, appeared to me to be the expression and result of their miserable and insufficient living.

The chief preventive measure which have been adopted in addition to the ordinary sanitary precautions have been the free admission of light and air into dwellings or rooms in which cholera occurred and the removal of the people from dwellings in or around which the disease appeared to be localized. The emptying of houses in which any number of cases of cholera occur is one of the most important sanitary precautions. In the case of chawls, when cholera occurs in any of the rooms, generally a portion of the roof is taken off and all obstructions to the free admission of air and light into the rooms removed. The rooms are limewashed in all cases, and the floors are generally dug up.

In the case of the outbreak in Lower Colaba a special body of men were employed to limewash the houses. There was so little of a rainfall last monsoon that the water in the wells sunk unusually low this hot season, and from many wells the people were unable to get water without lifting sand and mud from the bottom of the well with it. I have had to station men over many wells to prevent the people from drawing water from them.

During the last week cholera has declined and there will be considerably fewer deaths this week than in the previous seven days. I did not anticipate it would abate so early in the monsoon. I have not thought it necessary to apply for any extra establishment, as I felt the department was doing all that was really practicable to check or control the disease, although authorities are not unanimous as to the origin or mode of propagation of cholera. There is a general unanimity of opinion that the best preservative, the best local conditions of safety against the evidence which any population can possess, is a pure water supply and a good system of drainage, or as Mr. Simon calls it, "by appropriate structural works, all the excremental produce of the population shall be so promptly and so thoroughly removed, that the inhabited place in its air and soil shall be made wholly without fecal impurities." Dr. Buchanan believes that by them cholera epidemics may be rendered "practically harmless."

T. S. WEIR, Health Officer.

There was also read the following minute by the Municipal Commissioner:—

Forwarded to the Town Council.

I have repeatedly conferred with and consulted the Health Officer on the measure adopted by his department for the mitigation of the disease since it assumed an epidemic form, and from personal inspection and inquiries I am satisfied that the Health Officer and his subordinates both have done, (and are still doing, all that lies in their power for the preservation of life and health. I trust that the Town Council on the perusal of Dr. Weir's report will be of a similar opinion.

H. GRANT,
Acting Municipal Commissioner.

Dr. Dossbhoy Framjee said—The Council will remember that it was on my motion the report now submitted was called for. For weeks past the native press has been loudest in its complaints against the Municipality on account of the increasing virulence of cholera in this city. These newspapers complain that the city is not so clean as it ought to be, or as it used to be, and lay the sins of so much sickness in the town at the door of the Health Department. I, therefore, thought it proper to allow the municipal officers an opportunity to say what they had to offer in their defence, and Dr. Weir's report is now before us. He quotes the opinions of many eminent men who have specially studied the subject of cholera and shows that authorities are not unanimous as to the origin or mode of porpagation of that disease. This we have always been told and are prepared to admit, but what I desire to know, and what the public have a right to ask, is why cholera has not since its appearance about three months ago been stamped out from our city before this time as had been done in former years by Dr. Hewlett and Dr. Weir himself. We are spending every year more than five lacs of rupees on the Health Department and it is not satisfactory, at least to my mind, to be told that the city will suffer more or less from epidemics till we possess a pure water supply and a good system of drainage.

Mr. Rugoonath Narayen Khote said the Council were informed in the report that cholera was more prevalent amongst the poorer classes than amongst wealthier people, and that it was chiefly owing to people being brought together in large numbers in small buildings where there was no proper ventilation. That being so, he (Mr. Rugoonath) would like to be informed how it was that the Municipal Commissioner had allowed a cluster of new huts to be built on the summit of Malabar Hill from Chowpatties, without, he believed, any sanitary provision whatever. He also called attention to the fact that there was a colony of from 1,000 to 1,500 poor people living in a similar manner in huts on the other side of the hill, and to the fact that several deaths had occurred in Ambawady, as was mentioned in the *Bombay Gaze te* the other day. His house was close to that place, and in the same neighbourhood the night-soil of Malabar Hill was thrown into the sea, with the result that, instead of getting a healthy sea breeze, the inhabitants breathed the air contaminated by this means.

The Municipal Commissioner said the new huts Mr. Rugoonath had referred to were the huts of the Malabar Hill sweepers, and there was no other place for them.

Mr. Nowrojee Furdoonjee urged the advisability of having tanks and wells constantly cleared out. The Walkeshwar tank had not been cleaned out for the last three years.

The Hon. Mr. Rogay thought that public latrines ought to be built at Mahim.

Sir F. Souter said Mr. Dosabhoy seemed to think that the Health Department was responsible for the outbreak of cholera, or at any rate for not having stamped it out immediately as one judges the best of writers ante. He thought that was rather hard on the Department, because it was well known that cholera defied all rules. If Dr. Weir was able to stamp out such a disease in the manner indicated, he would be a most invaluable medical officer and would be wanted all over the world.

Mr. Kirkham thought the real defence of the Health Department, so far as he could judge from the report, was that the health of the ordinary inhabitants was really much as it had always been, and that the epidemic was confined almost exclusively to the immigrants from the famine districts, who, as he pointed out, were in a very reduced physical condition. If that was Dr. Weir's explanation, he regretted that the report had not been made clearer on the point.

The Municipal Commissioner said that Dr. Weir had written the report rather in a hurry and could not therefore go much into figures, and he had thought that Mr. Dosabhoy wished to inquire as to the causes of the epidemic.

The Chairman thought the figures given in the report were not of much use without a statement of the relative numbers of Bombay born people and others who form the inhabitants. He was also of opinion that Dr. Weir had gone rather too far in speaking of the feeble state of the patients, which appeared almost the same as an expression of opinion that had reached to the origin of cholera to insufficiency of food. Probably people who were in a low state of health would be more liable to contract diseases than others—

Dr. Blaney said that was not the case in regard to cholera.

Mr. Nowrojee Furdoonjee asked whether Dr. Weir, when he referred to the use of impure water, meant Vehar water or the water taken from wells.

Dr. Weir—Both Vehar water and well water.

Mr. Nowrojee said he understood there were contrivances for filtering the Vehar water.

The Chairman said Dr. Weir had called attention to the impurity of the Vehar water in his last report in which he stated that it was tainted by impure.

Mr. Nowrojee further said that with regard to bad drainage a large sum of money was set aside every year, and he thought that ought to be sufficient, if properly applied, to keep the drains in repair and properly flushed.

The Chairman read the following letter from Dr. Weir to the Municipal Commissioner on the subject of Vehar water:—

Bombay, 3rd July, 1

Government for working State railways, and expenditure incurred.

8. The number of train miles run (inclusive of State lines) was 2,608,462, being an increase of 859,686 or 44·12 per cent. upon the corresponding half-year of 1875.

9. The passengers carried during the half-year, compared with the corresponding period were as follows :—

	31st Dec., 31st Dec.,		Increase.	
	1876.	1875.		
	No.	No.	No.	Per cent.
First class	14,536	14,510	16	
Second class	60,011	59,293	718	
Third and coolie classes.	1,825,887	1,615,895	210,082	
Total	1,900,424	1,689,698	210,816	11·09

10. The increase in the receipts from passenger traffic was £15,177 3s. 9d. or 6·40 per cent., and the average mileage travelled by passengers was as follows in the three latest half-years :—

	First Class	Second Class	Third Class	Coolie Class.
To December, 1875	177	185	75	55
,, June, 1876..... ..	161	179	116	53
,, December, 1876	196	183	131	53

11. Part of the increase in the passenger receipts above shown, is due to the special traffic during the last few weeks of the half-year in connection with the assemblage at Delhi for the proclamation of H. M. the Queen as Empress of India. On the occasion in question, out of thirty-six special trains to Delhi, no less than twenty-seven were run over portions of this Company's railway and out of forty-one from Delhi, twenty-one passed on to this line. This special traffic occurred at a time when the staff was necessarily anxiously engaged, and their strenuous exertions had to be given to meet the pressure of goods traffic arising out of the exigencies of the famine, which unhappily prevails in extensive districts of the Bombay and Madras Presidencies. The Directors had, therefore, great satisfaction in recently receiving a resolution of the Government of India, published in the *Gazette of India* of the 7th April in which Government recognises the success of the arrangements made by the different railway companies for the conveyance of the Native Princes and Chiefs, as well as of people of all ranks over the railways.

12. The quantity of goods carried (including 89,896 tons carried free on State account) was 624,367 tons, being an increase of 189,282 tons, or 40·89 per cent., upon the corresponding period. The increased receipt was £716 574, or 42·12 per cent. This increase is in a great degree owing to the famine before alluded to, extensive consignments of grain having been forwarded to the suffering districts from other parts of the country, but the ordinary traffic also exhibits improvement in important particulars, and indicates, the directors are gratified to observe, that the modifications of rates and charges which have been adopted are operating beneficially in aiding the development of the traffic.

13. The following table shows the receipts of the half-year and of the corresponding period of 1875 :—

	31st Dec., 1876. £	s.	d.	31st Dec., 1875. £	s.	d.
Passengers	267,714	6	6	197,732	1	0
Luggage, parcels, carriages, horses, &c.	37,550	2	9	35,246	7	11
Special trains and miscellaneous	6,262	0	0	3,027	4	11
Mails (extra service) ...	769	5	3	1,112	14	11
Merchandise...	724,922	7	0	506,344	17	9
Live stock	4,981	7	8	4,109	14	1
Rents and demurrage, &c....	1,677	2	7	3,052	11	10
Electric telegraph	2,878	8	10	1,854	3	7
Sundries	36,642	11	11	14,033	17	7
Total... ...	1,023,497	12	6	767,513	1	7

14. The expenditure per train mile was 5,104d. as compared with 4s. 6¼d. in the corresponding half-year, and the ratio of expenditure to receipts was 57·63 per cent against 62·58 per cent. in 1875. The headings of expenditure are as follows :—

	£	s.	d.	£	s.	d.
Maintenance of way, works and stations	138,464	7	5	113,974	15	0
Locomotive expenses	224,245	16	8	169,182	13	0
Carr ages and wagon expenses	49,291	8	2	74,425	13	9
Traffic expenses	76,772	7	4	27,442	3	10
General charges.....	44,740	15	11	43,805	2	5
Special and miscellaneous expenditure	25,938	1	8	11,298	4	0
Total	559,232	11	0	480,170	11	9

15. While the traffic moved was as respects passengers 11·09 per cent more in number than in 1875, and in goods tons 40·89 per cent. greater, the excess of earnings, as above shown, having been of the same time £255,984, or 33·25 per cent., it is important to observe that the increased expenditure did not exceed £19,204 or 22·76 per cent.

16. The cost of maintenance of the permanent way and works amounted to £109. 3s. per railway mile, as against £88. 12s. 10d. in the corresponding period.

17. The directors regret to have to record the death since the last half-yearly meeting of their late colleague, Mr. W. B. Tristram. To the vacancy thereby occasioned the Board have elected Mr. Alexander B. Campbell, of the firm of Messrs. Finlay, Campbell & Co., a duly qualified shareholder.

18. Mr. Nicol and Mr. Watt are the directors in rotation to retire on the present occasion. They are eligible for re-election.

19. Mr. Packer is the auditor in rotation to retire, and he is also eligible for re-election.

HOLLAND, Chairman.

Before dealing with the Report, the Chairman referred to the death since the last meeting, of Mr. W. B. Tristram, one of the Directors. Mr. Tristram was for many years one of the leading mercantile men in Bombay, and he had always been highly esteemed by those associated with him in connection with this Railway. Acting on the principle upon which they had elected Mr. Tristram—that it was desirable to have on the Board gentlemen representative of the mercantile class—the Board had elected to the vacancy Mr. Campbell of the firm of Finlay and Campbell and Co. of Bombay, who they believed would be a valuable and useful colleague. Turning, then, to the Report, Col. Holland observed that there was fortunately not a great deal to say, but he would offer a few cursory remarks on the general state of the concern. The increase in the receipts on capital account amounted to £62,000 during the first half year under consideration, was due chiefly to the carrying out of the construction of the workshops in Bombay. These workshops they had been longing for for two and twenty years. About a year and a half since they had been sanctioned; they were now approaching completion, and the Board hoped to get into them by the end of the year. By means of these they would be able to repair their engines and carriages much more economically than heretofore. With regard to stores there had been a further reduction. At the last meeting he had stated that they had reduced this account by £250,000, and now there was a still further reduction of £76,000, and the account was in process of further reduction. The difficulty they now had in reducing this account was the want of facilities for dealing with their stores such as the new workshops would afford, but they were doing all they could to get rid of all dadwesh it as rapidly as possible. Another matter which they considered very satisfactory was that for the first time the Government had during the past half year virtually had nothing to pay in respect to this railway, for the net receipts of the railway for 1876 exceeded the total guaranteed interest for the year by £30,000. It was true that only half of the year had been and would continue to be swollen very considerably by the famine in the southern part of the Presidency, but they had reason to hope that when the famine ended the traffic would not cease, for a large portion of the increase was due to the considerable exportation of wheat. Wheat was an article which hitherto had only been exported from India in small quantities, and the heavy cost of carrying it such enormous distances—five or six hundred miles to eight or nine hundred miles—had been a serious drawback. But the price of wheat had been rising in England lately; and the Company had at the same time reduced their rates for this commodity, and they were now carrying large quantities. They would have carried and would now be able to carry greater quantities, but for special temporary causes to which he (the Chairman) would revert further on. With regard to the carriage rate they found that in England the rate varied according to distance, but money and a fraction was about the average rate per ton per mile for the carriage of grain in England. The G. I. P. Railway Company carried grain of all kinds for very little over a half penny a ton—as nearly as possible half the English rate; and it would not be necessary to say that they had reduced their rates very low indeed. They would continue to do this as long as they found it profitable to do so, but no longer. He believed that this would continue long after this famine had passed over, and that this would prove a valuable trade. Then, again, with regard to this question, the East Indian Railway—their great competitor in India—carried grain at a trifle less than they—almost exactly a half penny, whereas theirs was 1·20th over that sum; but the East Indian, besides being favoured by nature in other respects, was favoured greatly by being able to get coal at an average price of a little over 4s. per ton, while the Great Indian Peninsula had to pay 30s. If they could get theirs at the East Indian price they could carry grain and make the same profit as they now made, at lower rates than those of the East Indian. That fact, while it was an additional spur and impetus to them to get their coal cheaply, must be satisfactory as showing that even with this cost they could carry goods at moderate rates. He was afraid their friends the mercantile community of Bombay were not satisfied and he doubted whether they would be satisfied if the Company carried for nothing. They were like *Oliver Twist*—they were always asking for more. (Laughter.) The Chairman then quoted from a paper he had prepared showing the quantities in tons of the various leading articles carried by the Company during the last three years, 1874-5-6. Of cotton they carried in the first named year 110,700 tons, in the second 101,200 tons, and in the third 84,700 tons. Cotton was no longer king on their railway, and until there was another American War—which God forbid—or some other cause to raise the price of cotton, they need not expect to revert to the old rates when they carried such large quantities. At the same time it was and always would be a very valuable commodity. Of piece goods they had carried in the three years respectively 162,000 tons, 173,000 and 173,000; of salt 65,000 tons, 70,000 and 84,000. This also was a valuable commodity, for it was a down traffic. One great disadvantage they experienced was the enormous disproportion between the up traffic to Bombay and that from the coast. They took an enormous quantity of goods from the interior to Bombay but had to send a great quantity of empty carriages. Salt, however, helped to fill these empties and was thus very valuable. Of linseed they had carried 40,000 tons in 1874, and 85,000 and 131,000 in the other two years. All these articles were quite independent of the famine. In teel seed there had been a falling off, the several amounts carried having been 18,000, 26,000 and 19,000, the decrease being due to a bad season. Of food grain they had carried 232,000 in 1874, 215,000 in 1875 and 434,000 in 1876. (Hear, hear.) The whole of this difference was not due to the famine for a considerable cause was the wheat. Their passenger traffic had also increased satisfactorily. There had been an increase of 11 per cent. in the number and about 6 per cent. in the receipts. The one result did not exactly follow from the other, because they had made considerable reductions in the fares. Earlier on he had mentioned that the Company could, under certain circumstances they could have carried a great deal more than they had. Those circumstances he would now explain because the merchants of Bombay and of other parts of India were rather sore on the subject. They found that notwithstanding the Company's exertions large quantities of grain were still lying at many of the stations without the Company having means to carry them. The natural result was that they spoke of the manag ment of the Company as having been short-sighted, seeing that they had only enough power to carry an ordinary average quantity without anticipating future increase. Well, he (the Chairman) was sorry to say that their power was insufficient, but they were not to blame. As far back as 1873 they were in correspondence with their officers in India regarding an increase of engine power of which they had insufficient. They had a superabundance of passenger engines, but a deficiency of goods engines; and it was always wasteful to apply passenger engines to taking goods. They could not, however, persuade the Government that it was desirable to have an adequate number of goods engines. In January 1873 their agent wrote that for their goods traffic they had barely sufficient engines as some of the goods engines were used to work the mixed trains; and that they required 25 additional engines already during 1874. Upon that they instructed him to apply to the Government for the necessary power for these 25 engines. The Agent then asked for the Board's advice as there was considerable difficulty with the Government, and they wrote in August 1874 telling him to refrain from pressing the matter in the most pressing terms the necessity for these 25 engines being sanctioned without delay. The reply of the Government which came in September was to the effect that the Government officers could not see any sufficient grounds for recommending the Government to sanction the 25 engines. The Company were therefore obliged to abandon the matter. Then came the famine and then the Government pressed the Company's representatives in Calcutta to urge the Board to increase their engines. The Board accordingly obtained sanction for 44 engines, which were now being constructed. Some were on the way to India, and the Board hoped that henceforth no inconvenience of this kind would arise. It would thus be seen that they had not been to blame for the want of power. If they had had these 44 engines they would have repaid themselves over and over again; they could have given additional relief to the famine, and at the same time increased the profits. With regard to feeder roads they were always hearing that the Government was going to make feeder roads. They did so now and then, but not so extensively as they might. The Board had directed their engineer to send sketches of the different roads constructed during the half year. The paragraph in the engineer's report was very brief and pithy on this point, and it reminded him (the Chairman) of an old story of a history of Ireland. There was a chapter on "Snakes in Ireland" and the whole chapter consisted of the statement. "There are no snakes in Ireland." (Laughter.) The passage in the engineer's report was: "With regard to feeder roads I have not sent any plan, as there are no alterations to report."

The Chairman concluded by moving that the report and statement of accounts be adopted.

Mr. Blake seconded the motion.

Mr. Jones asked why this Company paid 30s. a ton for their native coal when the East Indian Company only paid 3s. or 4s. for the coal at the pit's mouth? Why was not the East Indian Company as generous to this Company in regard to coal as they were to the world in general in regard to corn. He reminded the meeting that there were 32 cotton mills at work at Bombay which very much interfered with the export of cotton and endangered the supremacy of Manchester because if those cotton mills could get their coal as cheap as the East Indian Railway could, there would be a thorough collapse of all Manchester, and if of Manchester, of all England. (Laughter.) With regard to the report, he thought there might have been more details given of the traffic. The difficulty of getting engines showed that a very vigilant control was exercised by the Government. It would be interesting to know the details of any accident or fires that had taken place, and the particulars of the damage done might be encouraging. (Laughter.) It was interesting to know that this country now was not dependent for corn on Russia and America, but that the supply was augmented by grain from India by Bombay and the Suez Canal. As to the price of carrying grain, he thought the Chairman should make a comparison with the charges on American railways rather than on the English lines, because on the latter grain only of superior quality was moved out of the neighbourhood where it was raised. He hoped the Chairman would be able to inform the meeting next half-year that the grain traffic was carried on at the same rates as on the American lines. The great benefit arising from the opening of the corn traffic from India was that the supply was inexhaustible, and when the traffic became large he hoped the Company's now empty waggons would be sent back full of English manufactures to the Central Districts of India and so swell the Railway Company's dividend.

Mr. King also remarked on the high cost of coal compared with that paid by the East Indian Company, and observed that the cost had increased in a larger ratio than the increase of train mileage. He wanted to know if the coal supply from the East Indian line had been fully availed of. He suggested that as the East Indian Company seemed by their last report, to have a surplus of engines, this Company might have obtained a loan of engines from that Company. He should like also to know what estimate the Board formed of the traffic of the current half year now coming to a conclusion as the weekly returns showed a large increase.

Mr. Wood asked the nature of the contract under which the Company worked the foreign or State lines for the Government.

The Chairman said the terms varied according to the circumstances, but as a general rule the Company agreed to work the State lines or foreign lines which abut on the line without any direct profit—working them, in fact, simply to cover the actual expenses for the sake of the general increase of traffic brought to the line. Some of them were worked at a percentage of the receipts; but the whole arrangement was a novel one and the Company was feeling its way in it.

Mr. Wood call d attention to the last report of Mr. Julian Danvers, who stated that Colonel Hancock, the Government officer of Railways for Bombay, had sent him in a minute containing a comparison of the working of the East Indian Railway and this Company. Those most intimately acquainted with these two Railways must know the great foresight and skill of the Directors of both these Companies, and any alteration of the original contracts with the East Indian Company or this Company should be left entirely to the Board; but he thought the shareholders collectively had no right to insist that no reduction in the rates under those contracts should take place except under the condition specified that the net profits had reached 10 per cent. It was therefore no disrespect or want of confidence in the Board, to say that the onus lay on the Board to show that any reduction of rates had led to an additional profit above that which would have accrued if the rates had been left unaltered. He gathered, however, from the Chairman's speech, that the reductions in the rates had been most satisfactory, though he was unable to find out from the report what the actual reductions were either in the goods rates or in the passenger fares. As to comparisons with the East Indian Railway he did not think full justice had been done to the enormous strides made by both Railways during the last 10 years. The merchandise traffic of this Company (leaving out Railway materials carried) had increased with the mileage—that is to say, as the mileage of the line increased so the average receipts per mile had increased and not diminished. The lowest receipts per mile for merchandise was £900 a mile, but in 1875 they had increased to £1,100 per mile open. This showed the soundness of the undertaking. The net receipts of the line had risen from £600,000 in 1872 to £1,100,000 in 1875, or nearly double. The East Indian Railway from local circumstances had a large passenger traffic, but this did not arise from lower fares, because this Company's fares were the lower, but from the larger population on the Railway. In regard to the question of coal, that item accounted for a great measure of the increase in the working of the the East Indian Railway. In this country there was a phrase "equality of treatment," and he did not see why the Government should not apply equality of treatment to both Companies. He would say less than a fair price. The Government wanted the Railway Companies to take 4,000 tons a month, but the Company would only take 2,000 tons a month in order to see how it worked. With regard to the fine fund it was about £1,000 and was devoted to rewards for good service. With regard to the natives employed there were 26 stout Parsees on the line as firemen and drivers and a large number of native workmen. The capital held in India was small by only about £250,000, but he could not tell, without referring, how much or this was held by natives and how much by Europeans. Half a dozen engines were lent to the Company by the East Indian Railway after a good deal of pressure.

The Report was then adopted.

Messrs. Nicol and Watt were then re-elected Directors; and Mr. Packer, the retiring auditor, was also re-elected, and the proceedings terminated.

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